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349 • July 2002

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TakingItEasy

They just can't let anything go to waste—or, to use an old adage, "Waste not, want not." Hindu nationalists in India have begun marketing **"Gift of the Cow"** (cow pee) as a cure for a wide range of human aliments from obesity to cancer. Well piss on me!

An English professor announced recently that he had devised a method to de-pollute water running from contaminated tin and silver mines in Bolivia by treating it in a compost bed of **llama droppings** to absorb the poisons. (Well, he's a professor and I'm not, so who knows? Maybe there's something to it.)

A study in England showed that mice given methamphetamines and subjected to **loud dance music** keeled over and died. (Funny, the same treatment doesn't seem to bother our editors.)

A teenage girl glued her 21-year-old **boyfriend's penis** to his abdomen with Quick Tite glue to punish him for cheating on her. The boyfriend said, "She knew I was a dog and she found out I was fooling around on her, but it shouldn't have come down to that. She could've just slapped me or something."

These guys are obviously not in the "thinking ahead" category. Two guys were arrested when they tried to get a **500-pound safe** out the door of a lodge. Apparently they forgot that they had arrived on bicycles. (Oops!)

A member of a state governor's staff was involved in a fatal auto accident while allegedly drunk. He ultimately resigned and pled guilty to **vehicular homicide.** But just after the crash, with the police still seeking evidence from the accident, the guy went to see the governor (a woman) while still wearing the clothes that were bloodied from the dead body in the front seat with him. Now here's one for the books—the governor washed his clothes. When the laundering became public knowledge, the local prosecutor let the governor off the hook by declaring that the guy's clothing was not important evidence in the case. The governor said, in reference to washing the clothes, that "The mother in me did it. A mother does that kind of stuff."

The police arrested a woman after an **automobile chase** that started when an officer saw the woman's car veer over the centerline several times. Despite sirens and emergency lights, she didn't stop for about four miles—until pinned in by several cruisers. She said she wasn't trying to outrun the police; rather, she thought that if they wanted her to stop, all they had to do was call her on her cell phone.

Some things make one pause for a moment to think. A guy was hospitalized after **falling 20 feet** to the ground while tossing a TV set off a second-floor balcony at his house. Apparently he was watching the videotape of a 1989 National Hockey League playoff game with his brother and got angry once again that his team had lost. He picked up the TV set and tried to toss it off the balcony, but he failed to let go of it in time (Hey, shit happens).

Here are some boxing quotes to liven up your day. A veteran trainer said about his boxer: "He's a guy who gets up at 6 o'clock in the morning regardless of what time it is." A quote from **Muhammad Ali:** "It's just a job. Grass grows, birds fly, and waves pound the sand. I just beat people up." And a last quote from Alan Minter: "Sure there have been injuries and deaths in boxing—but none of them serious."

In Texas there's **a law on the books** that says when two trains meet each other at a railroad crossing, each shall come to a full stop, and neither shall proceed until the other has gone. Hmm.

The police were suspicious and stopped this guy for a traffic violation . They decided to **arrest him** after they saw that the only way he could turn off his car's engine was by using pliers and a screwdriver (and yes, the car was stolen).

Fresh from our **Robot Panda** Department: There's a state-of-the-art retirement home in Japan, and according to a BBC news report, they use robotic companion bears to comfort the residents (average age: 82).

He called 911 to get police assistance to force his mother to cook him some **pork chops.** (They, of course, rushed right over to force her at gunpoint to do her motherly thing.)

Britain's most prestigious annual award for unconventional art (the Turner Prize, with over $30,000 in prize money) went to an artist (?) who once described his work as about the qualities of "nothing" and who was described in a news report as "looking **utterly bewildered"** when named the winner. He won for an installation consisting only of an empty room in which lights switch on and off automatically every five seconds.

And here's another artist (French) who was profiled in a report for his street-beautification project of sticking little flags into some of the **many piles of dog droppings** on Paris sidewalks and then painting artistic borders around them. Now that's art!

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 349 • JULY 2002

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Let It Bleed **8**
Check out the paint and the empty first-aid kit on Steve Vallejos' ride.

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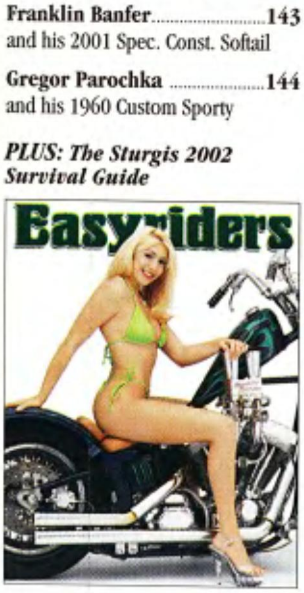

Killer Kristen on Denny Fasig's Hybrid Hauler chop job, shot by Joe Dell. Special imaging effects by Jeff Biggs. Quality coffee by Billy Thornbury.

The next liver-quiverin' issue goes on sale July 2nd, 2002. **Printed in the USA.**

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Easyriders® magazine ISSN 0046-0990 Number 349. July 2002. Vol. 32. ***Easyriders®*** is published monthly by Paisano Publications, Inc., with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, (818) 889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740, FAX: (818) 889-1252. **Web site: http://www.easyriders.com.** Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional offices.

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Newsstand Distribution
Curtis Circulation Company
730 River Rd., New Milford, NJ 07646

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WordMonger

Another Great Time

Had another great time at the show in Columbus, Ohio. The level of bike building excellence seems to increase by leaps and bounds each and every year. I've always considered it an honor to be around the best.

I'll get something together different for next year's shows. I talked with Pete G. and he made a lot of sense. You have to find a way to make a living from bike building and take it from a hobby to a profession. Whichever way that is, that's what I'm currently trying to figure out—how to do it. Focus on engine work or fabrication, which one or both? I know there's no easy answer.

I appreciate the opportunity I had to enter my stuff in your shows as well as the opportunity to be featured in *Biker* magazine (Aug. '02).

I'll see ya next year at the shows.

Phil Wilson
Akron, Ohio

An Education

I would like to share an educating experience with your readers. On June 25, 2001, we lost four Harleys to a garage fire. I will never forget the gut-wrenching sound as each tank blew, and we knew we had lost our bikes forever. As sad and horrible as this was, the hell had only begun.

The educating part of this story comes immediately following the call to our homeowner's carrier. The first words out of his mouth that amounted to anything were, "I am not responsible for making sure that you have enough coverage!" Having enough coverage hadn't even entered my mind (until then). It wasn't long before I realized what he was saying. We did not have enough coverage. We got $4,500 to replace a three-car garage! Needless to say, we now have a much smaller garage because we just didn't have the funds to replace what we had. There is a limit on most policies on replacement of tools, and my man had tools that belonged to his dad plus 20 years of accumulation of his own. We also learned that extra parts and accessories are not covered; we had extra tires, batteries, pipes, etc.—all gone and not covered.

The point of this letter is to pass on a few things I've learned and maybe help at least one person *before* finding yourself in a similar position. Call your insurance agent and find out what is and is not covered on your policies. Keep the receipts of everything you put on your bike. The company goes by base book cost as a guide to replace your bike. I must add here that the company that handled our two Sportsters did great by us. If we had had the receipts from all the stuff we had on our bikes, we would have gotten more. Another important

tip is to make sure you have pictures—lots and lots of pictures showing your bike in detail. We had a few photos but not the details on the bikes.

On a lighter note, our friends have dubbed the event "Hog Roast '01" so now we'll just have to have a memorial "roast" each year. We have replaced our bikes as best we can. Some would say because we have newer bikes, we did pretty well. I am speaking for all involved when I say I know we would give up what we have now in a heartbeat to get back what we had. They were our first bikes and a part of us went up in smoke along with our Harleys.

Connie Siemens
Dallas City, Illinois

The Great Belt Debate

This letter is in response to James Alsabrook and his words of wisdom (in the April '02 issue) comparing rear belt drives and chains on H-Ds.

The first belt on my '87 FLT was replaced at 114,058 miles. The second belt was replaced with 218,377 miles on the motorcycle. It would be interesting to know of any rear chains going this many miles.

No, I'm not a dumbass rich urban biker but more like an old geezer whose wife thinks I use too much of my meager social security riding, camping and sharing stories with the many interesting riders I meet on the road. "Sundown" could be interesting telling stories around a campfire. I know he must have a few.

David G. Willett
High Point, North Carolina

The REAL Jesse

In our May 2002 issue we showed off Jesse Martinez' too cool purple panhead but pictured a dude with a big ass snake sitting on the bike. The dude with the snake wasn't Jesse and so Jesse got all sucked up. Here's the REAL Jesse. Sheesh, I hope we don't get a letter from Mr. James now sayin' that HE is the real Jesse. *—Ed.*

Thumbs Down On Shorts

This is concerning the rider in the review of MCC's Thunderbolt Chopper in the March '02 edition. This isn't about real biker vs. RUB vs. yuppie wannabe, but come on folks, shorts and tennis shoes just don't cut it. I'm all for personal choices (we're big on that kind of thing in Texas), but letting a friend ride in that getup would be like letting a brother fuck a fat chick (big girls can give you a mean case of road rash). Maybe we should put on yet another benefit ride and buy this idiot some britches. I don't know—maybe I need to quit smoking paper acid and shut the hell up.

Anyhow, see ya on down the road.

G-man
Possum Kingdom, Texas

Another Mistake Corrected

Also in the May 2002 issue (we musta been doin' somethin' funny that month) in the Bike Building 101 article (Page 134), we listed the wrong contact info for High End Products. The correct info is: High End Products, 29752 Avenida de Los Banderas, Rancho Santa Margarita, CA 92688; 949-589-5956. Now, pass the Jack! *—Ed.*

CHECK OUT THE PAINT AND MAYBE THAT EMPTY FIRST-AID KIT

Let It Bleed

It must have been a bizarre scene around the paint booth when Steve Vallejos and Brian Kenney got down to mixing and matching colors to pour all over Steve's new Chopper Guys Softail. However, they did it and whatever their thinking—and I'm not too sure I really want to know the gruesome details—what they arrived at is a stone winner and guaranteed head-turner anywhere.

I can only guess that their deliberations had more than a little to do with all the busted knuckles and emptied out Band-Aid boxes that got this bike to its final paint stage. See, they call their concoction "Blood Red," even going so far as to categorize their special blend Type O+. Like I said, I don't think I want to know too much about this phase of the build, other than to just stand back and admire the result. That paint, without question, is stunning.

Working up from a bare-bones Chopper Guys frame, Steve and the crew at CPI took the clean, minimalist line on this build and held to it all the way through. Keeping the frill-count down and resisting the urge to add on every trick in the book paid off big. Low, long, and lean, this custom looks great from either side, from the front or from the tail. There's nothing anywhere to stop the flow (and there's that blood talk again!). You can bet Steve planned things that way too, thinking long and hard about what he was going to use. More to the point, what he wasn't going to include in the parts mix. By saving the tricky stuff for where it counts and comes through with maximum

impact, like with that ultra-smooth, 1-inch-under Boyds fork complete with rounded bottom caps and concealed axle stubs, the bike stands proud amid a sea of billet and graphics. Even when squared off against the often-overdone show circuit builds, Steve's stripped-down, softail-style ride cops awards at many bike shows. There's some more proof, if you need it, that simple is good and less is more.

And talking about less being more, this bike's mechanicals are dead simple, too. Tucked into the middle of all that dripping wet crimson color and the combination of Chopper Guys tanks and modified Harley and Jesse James fenders, the heart of this bloody beast is a mostly stock '98 Evo motor, H-D all the way. Andrews cams, an S&S carb and cleaner, and Bub pipes dress it up and perk it up, but it's still 5-speed power from The Motor Company, right down to the OE primary cover. And why not? Those motors clean up great, with the right pipes sound better, and 80 cubic inches of reliable, trouble free push is plenty for the street. No question, Steve Vallejos is one savvy bike builder. He's got a good hold on what to do, what not to do, and when to just let it bleed.

—Joe Kress

Owner: ....Steve Vallejos
City: ....Vallejo, California

General
Fabrication: ....CPI
Year/make: ....1999 Special Construction
Model: ....custom chopper
Assembly:......................Ray Brown
Time:..............................6 months
Chroming:......Custom Metal Finish

Engine
Year: ....1998 Evo
Rebuilder: ....CPI/Ray Brown
Displacement: ......80 cubic inches
Cam: ....Andrews
Carb: ....S&S
Pipes: ....Bub

Transmission
Year/make: ..1998 Harley, 5-speed

Painting
Molding: ....just a little
Painter: ....Brian Kenney
Color: ....Type O+ Blood Red
Type: ....House of Kolor

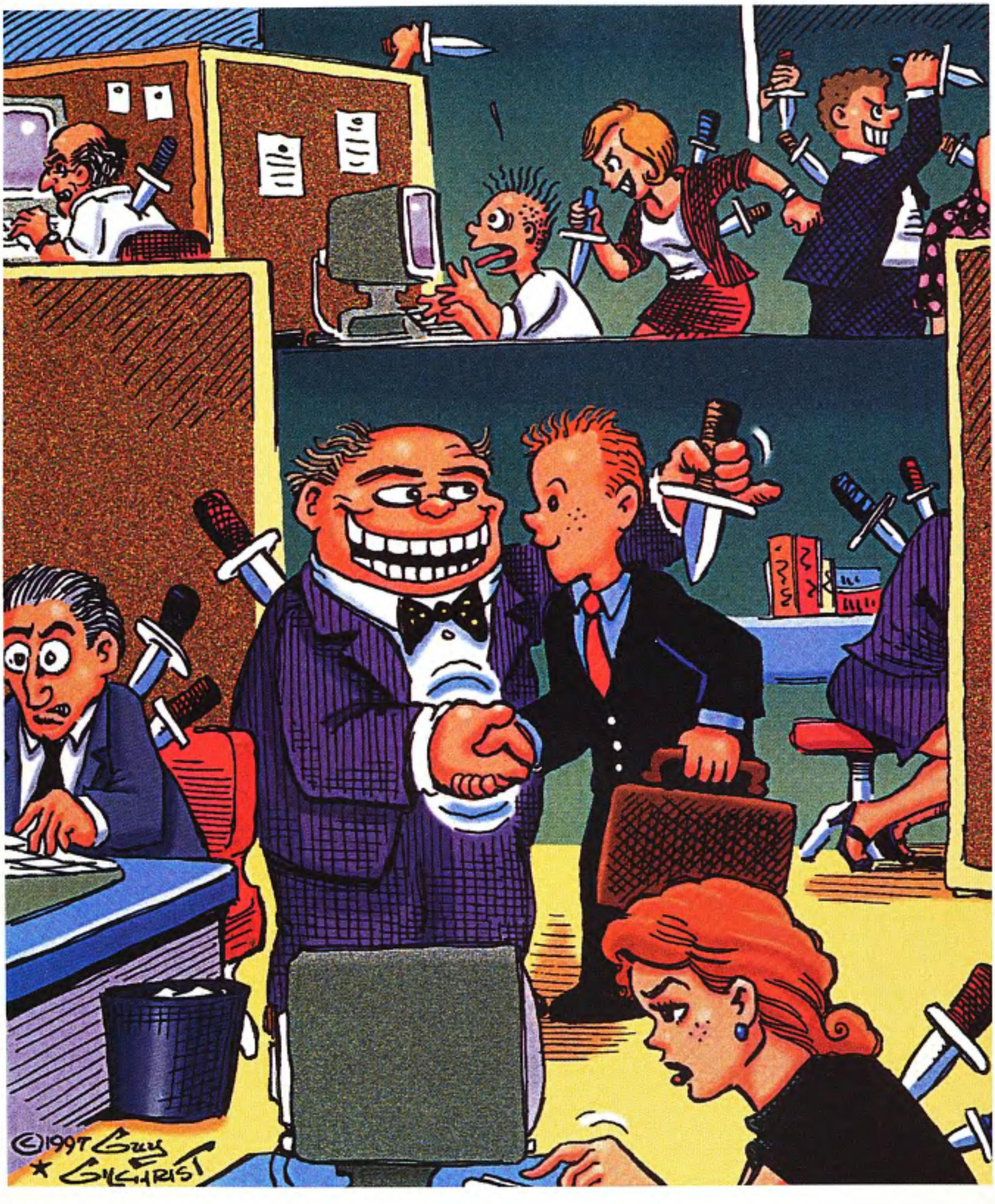
Frame
Year/make: ....1999 Chopper Guys
Type: ....softail-style
Rake: ....35 degrees
Stretch:.............................2 inches
Shocks: ....Progressive Suspension

Accesssories
Handlebar: ....Carlini
Risers: ....Carlini
Handlebar controls:..................H-D
Fenders: ....H-D/Jesse James
Headlight: ....Headwinds
Taillight: ....Arlen Ness
Speedo: ....none
Pegs: ....Arlen Ness
Foot controls: ....Arlen Ness
Gas tank: ....Chopper Guys
Oil tank: ....Chopper Guys
Seat: ....Corbin
Mirrors:...................................none
Grips: ....Arlen Ness

Front end
Type: ....Boyd's 1-inch under
Builder: ....Boyd's

Wheels
Make: ....Boyd's
Size: ......19-inch front, 18-inch rear
Tires: ....Metzeler
Brakes: ....Performance Machine/Boyd's

Photos:........................Mike Chase



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Custom Chrome brings to you the ultimate foundation for the fattest bike to hit the streets. Their new Doss 230 Fat Frame kits come in both rigid and softail-type version, accepting an Avon 230-series rear tire (CCI #38-197). The frames feature 13/8-inch-diameter tubing, steel fender struts (on swingarm models only), a steel oil bag with mounts, 3/4-inch-diameter hidden axle with aluminum covers, internal fork stops for use with billet triple trees, swingarm pivot bearings and stainless steel counterbored pivot bolts.

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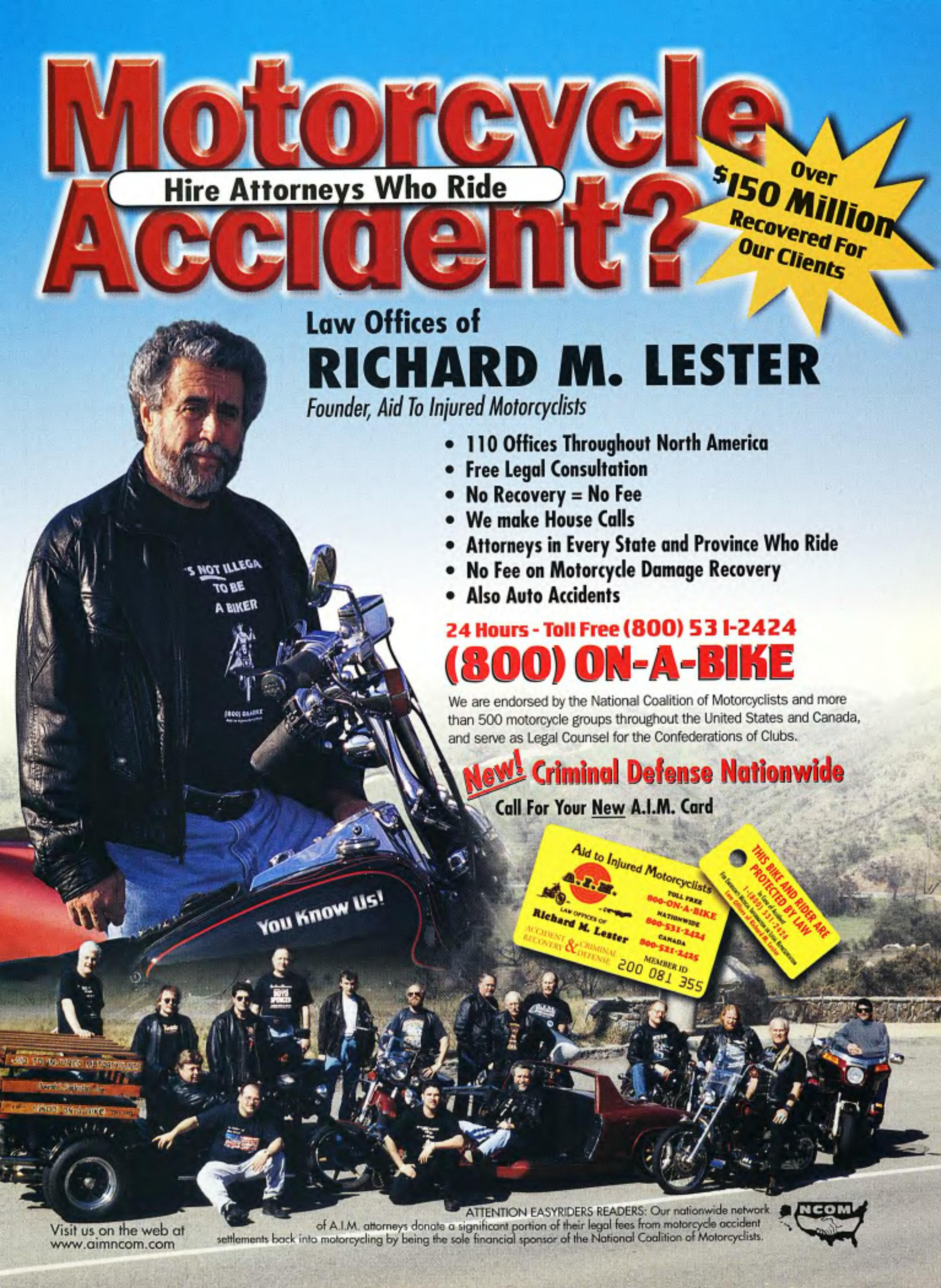
Call 800-729-3332 for the address of a Custom Chrome dealer near you, or log on to www.customchrome.com and check out their Web site for more new products.

Thunder Cycle's New Leg Warmers

Thunder Cycle Designs of Fort Lauderdale, Florida, present some of their latest hard parts. Designed and developed by famed custom builder Eddie Trotta, the Terminator Pipes are dripping with attitude (and charred flesh if you persist in wearing shorts while riding). They're made of 2 1/2-inch steel pipe and are a perfect fit on Evolution and aftermarket V-twins engines with 5- or 6-speed tranny. Thunder Cycle's Terminator Pipes are as badass as they look and will fit either hardtail or Softail-style applications. They are available with inversion cones for a cool $699.—a bargain! Call 954-763-2100 or log on to www.thundercycle.com to see what other exciting parts and custom bikes Eddie Trotta is working on.

Drag Specialties Russ Wernimont Strutless Fenders

From Drag Specialties, these internal strut design custom fenders by Russ Wernimont eliminate unsightly external fender struts. According to Drag Specialties, their heavy-gauge steel construction assures strength, straightness and a flawless finish. Believe it or not, each and every fender is personally inspected by Russ Wernimont himself. The fenders come in 9-inch and 11-inch-wide sizes, and are applicable for both Drag Specialties' Rolling Thunder and custom frame models at $539.95. Fenders are for custom applications only and not recommended for OEM frames as they require a mounting plate (included) to be welded to the frame before installing the fender. Made in the U.S.A. For more information, click on www.dragspecialties.com.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WHEN THERE'S ONLY ONE ROAD TO TAKE

EVOLUTIONARY EVO

This wild ride is the result of Tim Gayhart's many years of experience riding bikes. For him, this radical chopper was what he called the "road I had to take," meaning that bike riding—and with it, bike owning—is an evolutionary matter. "I've had a number of different bikes over the years," this graphic artist says, "among them a customized Heritage. But then, when I had this bike built, I knew this was it. When you get to that point, you stop looking at magazines, you stop looking at parts and accessories, you stop dreaming, because you know, this is it."

The chopper was originally built by Extreme Cycles in Las Vegas. It's what they call their Scorpion model.

But Tim was also good friends with Kelly Rash (whose nickname, accordingly, is "Itchy," but you didn't hear that from me), the owner of Evil Twin Cycles, conveniently located on Sandhill Road in the industrial area of Vegas, equidistant from Cheetah's and Crazy Horse Too. And yes, they do hang out there during lunch breaks at times.

"At the time I had the bike built, Kelly's shop wasn't quite set up yet," Tim gives as an excuse for not having had his buddy build the bike. As luck would have it, however, Tim managed to total his bike as a result of an unobservant cager pulling out of a drive right in front of him. Nothing happened to Tim, but as Kelly put it, "We had to rebuild the entire bike from the frame on up."

And that's exactly what happened: Everything got torn apart and put back together better than ever. "We re-used a lot of the old parts, except some of them couldn't be re-used," Kelly explains. "Like the front end. We replaced the Paughco that was on there with a springer from Sugar Bear. We also changed the risers, and we did that little speedo mount thing on it. Then we had the whole frame stripped, and Daytec molded and powdercoated it, and the tank was totally crushed in, so we hammered it out and

put it back together. It looked like new."

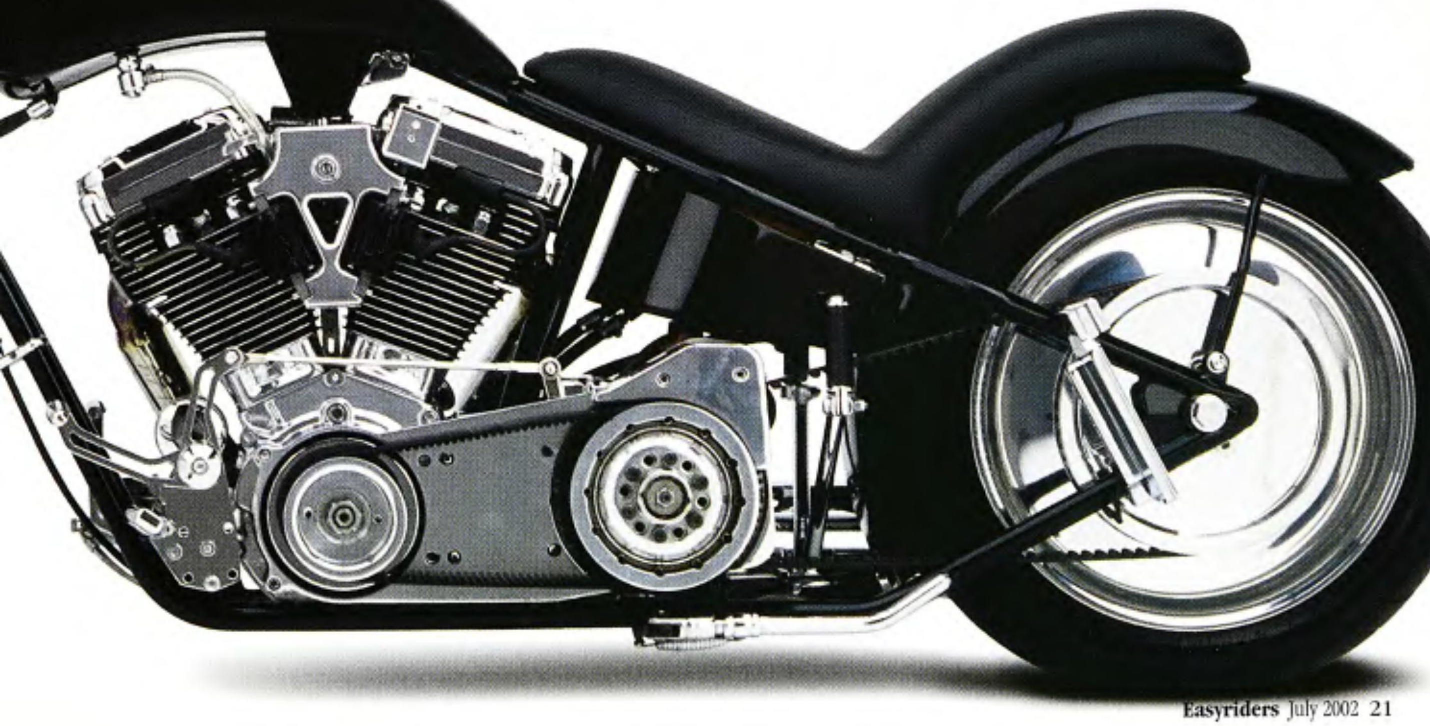
According to Kelly, the guys at Extreme had taken two tanks to make one, "and so that tank wasn't available, so we cut it open and beat the metal out as far as we could. Then we gave it to our paint guy and he took it from there."

The paint job was kept a simple black throughout the bike, no fancy graphics. But the thing Tim appreciated most about the rebuild was "all the attention these guys paid to the detail," he says. "Like the polishing: They didn't just go over the whole thing and polish it, they took for instance, the cases and polished those but left the jugs, then polished the heads and so forth. It's all those tiny details that made this bike stand out."

Tim was particularly happy with the Sugar Bear front end. "With the configuration of the springer and the frame, although it's a rigid, you can ride all day."

The chopper was, in fact, so appealing that it was purchased just prior to this writing. "The guy just wanted to have it, and although now I ask myself why the hell I did that, at the time I needed the cash for my business." But no need to worry, this is a win-win situation. Robert Daskas, the guy who now owns the bike, is one happy camper, and Tim... he's having his buddy Kelly build him an "upsweep chopper with a 30-over Sugar Bear front end and an extra 10 inches in the up-tube. It's gonna be a tall one," he says.

Again, the choices seem limited for Tim. "It's sad...and expensive, but it's the only road for me to take now," he laughs. *—Red Baron*



Owner: Tim Gayhart
City: Las Vegas

General

Fabrication: Evil Twin
Year/make: 1999 Custom
Model: Scorpion
Assembly: Evil Twin
Time: 6 weeks
Chroming: South Bay Chrome

Engine

Year: 1999
Model: Harley-Davidson Evo
Rebuilder: Evil Twin
Ignition: Crane HI-4
Displacement: 80 cubic inches
Lower end: Harley-Davidson
Balancing: S&S
Pistons: 10:1 Wiseco
Cases: Harley-Davidson
Heads: Harley-Davidson
Cam: Crane
Lifters: Harley-Davidson
Carb: S&S Super E
Air cleaner: Boyd
Pipes: Samson
Mufflers: none

Transmission

Year: '99
Modifications: powdercoated
Shifting: foot
Engine sprocket: stock H-D
Trans sprocket: 32-tooth
Wheel sprocket: 65-tooth

Painting

Molding: Daytec
Painter: Evil Twin
Color: black
Type: DuPont
Special paint: none

Frame

Year: 1999
Builder: Gambler
Type: rigid
Rake: 40 degrees
Stretch: 5 inches

Accessories

Handlebars: drag
Risers: Sugar Bear
Handlebar controls: Hurst
Fender: Jesse James rear
Headlight: Headwinds
Taillight: Paul Yaffe Originals
Speedo: Dakota Digital
Front pegs: Performance Machine
Rear pegs: Paul Yaffe Originals
Foot controls: Perform Machine
Gas tank: fabricated; orig. from Extreme Cycles
Oil tank: Daytec
Oil system: Harley-Davidson
Primary cover: open
Seat: Evil Twin
Sissybar: none
Mirrors: Paul Yaffe Originals
Grips: Paul Yaffe Originals

Forks

Type: springer
Extension: 2 inches over
Builder: Sugar Bear

Wheels

Front

Size: 21 inches
Hub: narrow
Rim width: 2.15 inches
Tire: Metzeler
Brake: RevTech

Rear

Size: 17 inches
Hub: billet
Rim width: 7 inches
Tire: 200 Pirelli Dragon
Brake: RevTech

Photos: John Wycoff

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Tico
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Rear Fender
Eclipse Turnouts
Airpillow
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Footpegs and
Breathers
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Happenings

ALABAMA
Annual Slapout Blowout
Date: Jun. 22-23
Place: Harleywood

ALASKA
Sheep Mountain Run
Date: Jun. 22-23
Place: HOG
Info: 907-566-0999

Poker Run in the Valley
Date: Jun. 29
Place: HOG
Info: 907-566-0999

ABATE 4th July Run
Date: Jul. 4-6
Place: Talkeetna
Info: 907-566-3332

Hope It's Hollister
Date: Jul. 13
Place: Hope
Info: HOG 907-566-0999

ABATE Christmas in July
Date: Jul. 14
Place: Carousel Lounge, Anchorage
Info: 907-240-1463, 907-566-3332

ABATE Christmas in July Toy Run
Date: Jul. 20
Place: Fairbanks
Info: 907-448-7224

Creamstock 2002
Date: Jul. 20-21
Place: Tug Bar, Knik
Info: 907-344-0381
www.creamster.com

CMA State Rally
Date: Jul. 26-28
Place: Wasilla
Info: 907-333-9685

Annual ABATE Rodeo
Date: Jul. 26-28
Place: Decanter Inn, Kasilof
Info: 907-262-1910

MDA Live Ride 2002
Date: Jul. 27
Place: House of Harley
Info: 907-566-0999

Deb's Run
Date: Jul. 27- 28
Place: Delta Junction
Info: 907-448-7224

ARIZONA
Run With The Wolf Rally
Date: Jun. 14-16
Place: Springerville
Info: 520-333-2123

Arizona State HOG Rally
Date: Jun. 20-22
Place: Williams
Info: 623-465-3258

Thunder in Mountains Rally
Date: Jun. 21-23
Place: Show Low
Info: 602-954-0116

Annual Jester Poker Run
Date: Jun. 22
Place: Camp Verde
Info: 928-632-5557

Annual Christmas in July
Date: Jul. 13
Place: Vet's Pk, Sierra Vista
Info: 520-458-3002

9th Annual Cycle Splash
Date: Jul. 14
Place: Flowing Wells
Info: 520-325-8061

Annual Great Escape Rally
Date: Jul. 19-21
Place: Williams
Info: 928-763-6949
www.desertroadriders.com

Yosemite Sam Ice Cream Poker Birthday Run
Date: Jul. 21
Place: ABATE, Tucson
Info: 520 975-5174

Too Broke For Sturgis
Date: Jul. 26-28
Place: Mormon Lake Lodge
Info: 602 625-1358, 480 855-4023

CALIFORNIA
Mean Mountain Run
Date: Jun. 28-30
Place: Mammoth Lakes
Info: 800-200-4557

Outlaw Vintage M/C Races
Date: Jun. 29
Place: Ventura Fairgrounds
Info: 805-650-6777

Antique M/C Show & Swap
Date: Jun. 30
Place: Ventura Fairgrounds
Info: 805-650-6777

Cycle Swap Meet
Date: Jun. 30
Place: Vets Stadium, Long Beach
Info: 714-557-1846

Hollister Independ. Rally
Date: Jul. 5-7
Place: Hollister
Info: 831-634-0777
www.hollisterrally.com

55th Anniv. Poker Run
Date: Jul. 6
Place: Hollister
Info: 831-630-0284
www.tophatters-mc.com

Beach Ride 11
Date: Jul. 14
Place: State Beach, Ventura
Info: 800-696-3727
www.beachride.com

L.A. Calendar M/C Show
Date: Jul. 20-21
Place: Long Beach
Info: 818-223-8550

9th Annual Poker Run
Date: Jul. 21
Place: San Fernando
Info: 818-361-9924
www.sundownersmc.com

Cycle Swap Meet
Date: Jul. 28
Place: Veterans Stadium Long Beach
Info: 714-557-1846
www.toppingevents.com

X-mas In July Poker Run
Date: Jul. 29
Place: Chuy's, Simi Valley
Info: 805-583-0520

COLORADO
Pikes Peak Int'll Hill Climb
Date: Jun. 25-29
Place: Colorado Springs
Info: 719-685-4400

School Girl Poker Run
Date: Jun. 30
Place: Ft. Collins
Info: 970-593-3317
catholicschoolgirlrun.org

Rocky Mt. Thunder Rally
Date: Jul. 4-7
Place: Fairgrounds, Pueblo
Info: 719-564-2328
www.rmthunder.com

All ABATE Campout
Date: Jul. 5-7
Place: Leadville
Info: 719-486-1005

Barn Dance & BBQ
Date: Jul. 7
Place: Colorado Springs
Info: 719-633-5392

Lake Run & The Ladies Run
Date: Jul. 13-14
Place: Pueblo
Info: 719-545-4107

Mike Hitchcock Mem. Run
Date: Jul. 21
Place: Crystola Inn
Info: 719-599-9580

ABATE Toy Run
Date: Jul. 27
Place: Alamosa
Info: 719-580-2425

CONNECTICUT
Pig Roast
Date: Jun. 23
Place: Waterbury
Info: 203-753-2233

Charity Bike Run
Date: Jun. 23
Place: Glastonbury Elks
Info: 860-633-2651

Marcus Dairy
Date: Jul. 14
Place: Danbury
Info: 800-243-2511

DELEWARE
Md./Del. State HOG Rally
Date: Jun. 20-22
Place: Frederick, Md.
Info: 410-453-0380

FLORIDA
Emerald Coast Bikefest
Date: Jul. 19-21
Place: Holt
Info: 850-582-6988

GEORGIA
ABATE of Georgia Swap Meet & Bike Show
Date: Jul. 28
Place: Fairgrounds, Atlanta
Info: 404-294-8900

IDAHO
Annual Malad M/C Rodeo
Date: Jul. 4-6
Place: Malad
Info: 208-266-5339

Idaho State HOG Rally
Date: Jul. 5-7
Place: Boise
Info: 208-321-4886
www.idstatehogrally.com

Run and Biker Rodeo
Date: Jul. 5-6
Place: Mackay
Info: 208-232-9222

Annual Ride for Life
Date: Jul. 7
Place: Resort, Priest Lake
Info: 208-666-1348

Annual River Run
Date: Jul. 12-14
Place: Declo
Info: 208-438-2690

ABATE Birthday Run
Date: Jul. 27
Place: Orofino City Park
Info: www.abate-nid.org

ILLINOIS
Nite Flite Poker Run
Date: Jul. 20
Place: Central Illinois
Info: centralilabate.org

Ride for Kids
Date: Jul. 21
Place: Northbrook
Info: 800-253-6530
www.ride4kids.org

Hubbard Trail Bike Show
Date: Jul. 27
Place: Iroquis Park, Sheldon
Info: easternillinoisabate.org

INDIANA
Tim Fromme Mem. Ride
Date: Jul. 10
Info: 812-326-2030

Rod & Kustom Gathering
Date: Jul. 12-14
Place: 4H, South Bend
Info: 219-287-1239
kustomsofamerica.com

31st Annual Pig Roast
Date: Jul. 13-14
Place: Nelson
Info: 815-772-7664

Old Hippy's Poker Run
Date: Jul. 13
Place: Paoli
Info: 812-865-2337

ABATE of Indiana Boogie
Date: Jul. 18-21
Place: Bloomington
Info: 800-23-ABATE
www.abateofindiana.org

Big John's Poker Run
Date: Jul. 28
Info: 812-326-2030

IOWA
Annual Freedom Rally
Date: Jul. 4-6
Place: Algonia
Info: 641-858-5001
www.abateiowa.org

A Ride to Remember
Date: Jul. 20
Place: ends in Des Moines
Info: 515-281-2499

KANSAS
Annual ABATE Motorcycle Rodeo
Date: Jun. 22
Place: Atchison
Info: 913-651-7425

KENTUCKY
Jesse James Bluff Boogie
Date: Jul. 4-7
Place: Glencoe
Info: 859-727-3038
www.kmakba.com

Little Sturgis Rally
Date: Jul. 19-22
Place: Fairgrounds, Sturgis
Info: 270-333-9316
www.littlesturgisrally.net

Kentucky State HOG Rally
Date: Jul. 25-27
Place: Paducah
Info: 866-380-2001
www.kystatehogrally.com

LOUISIANA
Annual Rally for St Jude
Date: Jun. 29
Place: Zachary
Info: 225-654-3410

MAINE
Bike Rodeo
Date: Jul. 2
Place: UBM York, Sanford
Info: 207-676-9378

Moontide Festival
Date: Jul. 4
Place: UBM Oxford., Rumford
Info: 207-369-0706

Bike/Classic Car Parade
Date: Jul. 4
Place: CMA Berwick
Info: 207-698-1440

Athens Field Day
Date: Jul. 6
Place: UBM Somerset, Athens
Info: 207-474-8540

Dale Cherard Mem. Run
Date: Jul. 6
Place: UBM Washington, Calais
Info: 207-454-8116

Piscataquis Field Days
Date: Jul. 6
Place: UBM Piscataquis, Greenville
Info: 207-695-2457

Bike Rodeo
Date: Jul. 9
Place: UBM York, Sanford
Info: 207-676-9378

Exiles MC Beef Feed
Date: Jul. 13
Place: Dixfield
Info: 207-562-6090

Poker Run
Date: Jul. 13
Place: UBM Knox, Warren
Info: 207-832-6399

Mystery Ride
Date: Jul. 13
Place: UBM Cumberland, Portland
Info: 207-767-1800

Oxford/Franklin Family Field Day
Date: Jul. 13
Place: UBM Oxford, Mexico
Info: 207-369-0706

Poker Run
Date: Jul. 13
Place: UBM Kennebec, Waterville
Info: 207-873-2071

Bike Rodeo
Date: Jul. 16
Place: UBM York, Sanford
Info: 207-676-9378

Maine State HOG Rally
Date: Jul. 18-20
Place: Augusta
Info: 207-582-6098
www.mestatehogrally.com

Annual N.E. CMA Rally
Date: Jul. 19-21
Place: Durham
Info: 207-934-1622

10th Great Northern Rodeo/Party
Date: Jul. 19-21
Place: Saracen MC, Oxford
Info: 207-375-4169

John Caffrey Run
Date: Jul. 20
Place: UBM Oxford, Rumford
Info: 207-369-0706

UBM York County BBQ
Date: Jul. 20
Place: TBA
Info: 207-676-9378

AMA Hill Climb
Date: Jul. 21
Place: Skowhegan
Info: 207-784-4355

Family Play Day Charity
Date: Jul. 21
Place: UBM Hancock, Blue Hill
Info: 207-667-3367

Dog Pound Run
Date: Jul. 21
Place: UBM Franklin, Farmington
Info: 207-562-9017

UVMC Poker Run
Date: Jul. 21
Place: TBA
Info: 207-521-7237

Bike Rodeo
Date: Jul. 23
Place: UBM York, Sanford
Info: 207-676-9378

Poker Run
Date: Jul. 27
Place: UBM Washington, Machis
Info: 207-454-8116

Run for the Beach
Date: Jul. 27
Place: UBM Piscataquis, Guilford
Info: 207-695-2457

Mystery Run
Date: Jul. 28
Place: UBM Ox., Rumford
Info: 207-369-0706

Bike Rodeo
Date: Jul. 30
Place: UBM York, Sanford
Info: 207-676-9378

MARYLAND
Liberty Poker Run
Date: Jul. 6
Place: Brewster's Saloon, Glen Burnie
Info: 410-766-6497

Summer Party & Bike Show
Date: Jul. 14
Place: Fishbowl Inn, Arbutus
Info: 410-766-6497

AHDRA Mid-Atlantic Nationals
Date: Jul. 6-7
Place: Maryland International Raceway, Budds Creek
Info: 336-924-2095
www.ahdra.com

Freedom Poker Run
Date: Jul. 7
Place: Tony's Pizza, Taneytown
Info: 410-239-4102

Motorcycle Rodeo and Bike Show
Date: Jul. 13 (tent)
Place: Woodsboro Activity Center, Woodsboro
Info: abate-of-maryland.org

Mid-Summer Party and Bike Show
Date: Jul. 14
Place: Fishbowl Inn, Arbutus
Info: 410-766-6497

Poker Run
Date: Jul. 20
Place: Mid Shores Chapter ABATE
Info: 410-822-4434

Washington County Family Picnic
Date: Jul. 21
Place: Hagerstown
Info: 301-665-1173

MICHIGAN
All Harley Drags
Date: Jun. 22
Place: Ubly, ABATE 7
Info: 517-673-4743

Pig Roast/Poker Run
Date: Jun. 30
Place: ABATE Region 17
Info: 906-359-4533

Pig Roast
Date: Jul. 13
Place: ABATE Region 1
Info: 906-884-4232

Penrickton Poker Run
Date: Jul. 14
Place: ABATE 15
Info: 313-929-2229

Kid's Day
Date: Jul. 20
Place: ABATE 7
Info: 517-673-4743

MINNESOTA
Minnesota State HOG Rally
Date: Jun. 28
Place: Duluth
Info: 218-724-5529

Wolf's Head Motorcycle Rally
Date: Jul. 13-22
Place: Lake County Fair Grounds, Two Harbors
Info: 218-384-9936
www.wolfsheadrally.com

12th Annual M/C Awareness Show and Swap
Date: Jul. 14
Place: Anoka County Fairgrounds
Info: 763-441-3100

Rumble to Revys Motorcycle Rally
Date: Jul. 26-27
Place: Atwater
Info: 320-974-3666
www.revys.net

Ride for Kids
Date: Jul. 28
Place: State Capital, St. Paul
Info: 800- 253-6530
www.ride4kids.org

MISSOURI
FORR Dist. 5 Rodeo
Date: Jun. 21-23
Place: Callaway County
Info: 573-642-2796

Hogfest
Date: Jul. 19-21
Place: Bethany Fairgrounds
Info: 660-425-2230

MONTANA
Montana State HOG Rally
Date: Jun. 27-29
Place: Bozeman
Info: 406-388-7684

Evel Knievel Week
Date: Jul. 29-Aug. 3
Place: Butte
Info: 866-782-3835
www.knievelweek.com

Montana State HOG Rally
Date: Jun. 27-29
Place: Bozeman
Info: 406-388-7684

NEVADA
Elko Motorcycle Jamboree
Date: Jun. 21-23
Info: 775-744-4570

NEW HAMPSHIRE
Annual Bike Bash & Party
Date: Jun. 22
Place: Wilderness, Pittsburg
Info: 603-538-7171

NEW JERSEY
Midnight Run
Date: Jul. 20-21
Place: Edison H-D, Highland Park
Info: 732-603-8434; raritanroadrunners.org

NEW MEXICO
Fire and Ice Bike Rally
Date: Jul. 19-21
Place: Grants
Info: 800-748-2142
fireandicebikerally.com

NEW YORK
Annual Charity Ride
Date: Jun. 25
Place: Stan's H-D, Batavia
Info: 716-343-9598

Easyriders Rodeo
Date: Jul. 5-7
Place: Orange County Fairgrounds, Middletown
Info: 800-962-9857
www.easyriders.com

New York State HOG Rally
Date: Jul. 11-13
Place: Syracuse
Info: 315-727-5809
www.nystatehogrally.com

Annual Bike Show & BBQ
Date: Jul. 27
Place: Brotherhood MC
Info: www.brotherhoodmc.com

Ride for Kids
Date: Jul. 21
Place: Riverside Center, Utica
Info: 800-253-6530
www.ride4kids.org

Swap Meet
Date: Jul. 27
Place: Stan's H-D, Batavia
Info: 716-343-9598

NORTH CAROLINA
Blue Ridge Bike Bash
Date: Jul. 4
Place: Ashville
Info: 888-821-IRON
blueridgebikebash.com

Easyriders Rodeo
Date: Jul. 12-14
Place: Wilson County Fairgrounds, Wilson
Info: 800-962 9857
www.easyriders.com

3rd Annual Smoke Out
Date: Jul. 26-28
Place: Rowan County Fairgrounds, Salisbury
Info: 803-269-9699

Blue's Memorial Poker Run
Date: July 27
Place: ABATE, Shallotte
Info: 910-842-3475

NORTH DAKOTA
Prometheus Zoo Run
Date: Jun. 21-23
Place: Wahpeton Zoo
Info: 701-642-8709

OHIO
Annual Freedom Rally
Date: Jul. 5-7
Place: Toronto Band Camp, New Somerset
Info: 800-25 ABATE
www.abatecmro.org

Mid Summer Blowout
Date: Jul. 7
Place: Carlton H-D, Mantua
Info: 330-274-3141, 800-633-6997
www.carltonsharley.com

All Harley Street Drags and Nitro Races
Date: Jul. 13
Place: Quaker City Raceway, Salem
Info: 330-639-0995

Annual Firehouse Run
Date: Jul. 14
Place: Burbank
Info: 800-25 ABATE
www.abatecmro.org

Poker Run
Date: Jul. 15
Place: Olde Towne Tavern, Kirtland
Info: 440-543-5747
www.abatecmro.org

Vintage M/C Days
Date: Jul. 19-21
Place: Mid-Ohio Sports Car Course, Lexington
Info: 800-MID-OHIO
www.ama-cycle.org

ABATE Biker Bash
Date: Jul. 19-21
Place: Bear Creek Amphitheater, East Sparta
Info: 330-456-3754, 330-654-2761
www.abate.com

Annual ABATE/CMRO Poker Run
Date: Jul. 22
Place: Garrettsville Eagles
Info: 330-326-2584

Ride for Kids
Date: Jul. 27
Place: America Mfg, Marysville
Info: 800- 253-6530
www.ride4kids.org

14th Swapmeet, Party and Poker Run
Date: Jul. 28-30
Place: Wetzel MC, Van Wert
Info: 419-238-5659
www.wetzelmc.com

Ride for Hattie Larlham
Date: Jul. 28
Place: Akron
Info: 330-655-2525
geocities.com/hattierun

OKLAHOMA
Sparks America Bike Run
Date: Jun. 20-25
Info: 918-866-2543

Before and After The Races Party
Date: Jul. 12-14
Place: Oklahoma City
Info: 405-936-RIDE

OREGON
Bend Bikefest
Date: Jun. 27-30
Place: Bend
Info: 425-513-6815

Basin Blast Poker Run
Date: Jul. 27
Place: Mia & Pia's Pizza, Klamath Falls
Info: 541-882-4467

Independence Day Run
Date: Jul. 4
Place: Willamette Valley
Info: 541-746-7837
www.abateoforegon.org

Black Dog Poker Run
Date: Jul. 13-14
Place: Mount Scott M/C
Info: 503-670-9060
www.abateoforegon.org

HOG Poker Run
Date: Jul. 13-14
Place: Salem
Info: 503-390-1589
www.abateoforegon.org

Coos River Run
Date: Jul. 19-21
Place: South Coast/ Charlie Hill
Info: 541-759-2388
www.abateoforegon.org

Cowchip Boogie
Date: Jul. 19-21
Info: 360-636-5412
www.abateoforegon.org

Rose City HOG Poker Run
Date: Jul. 21
Info: 503-281-7798
www.abateoforegon.org

Adult Only Run
Date: Jul. 26-28
Place: Southeast Portland
Info: 503-760-9015
www.abateoforegon.org

PENNSYLVANIA
Thunder in the Valley
Date: Jun. 18-21
Place: Johnstown
Info: 800-237-8590

Thunder In The Cascades
Date: Jun. 28-30
Place: New Castle
Info: 724-658- 5510

Wal-Mart Bike Night
Date: Jul. 13
Place: Pottstown
Info: 610-286-0126
www.pagospelriders.com

87th Anniversary Bash
Date: Jul. 26-27
Place: Reading MC, Oley
Info: 610-987-6422
www.readingmc.com

Summer Bike Fest
Date: Jul. 26-28
Place: Carlisle Fairgrounds
Info: 717-854-3214
www.carsatcarlisle.com

TENNESSEE
Tri-County Rodeo
Date: Jun. 21-23
Place: Caroll
Info: 615-683-6608

Weekend Bash
Date: Jun. 21-23
Place: Center Hill
Info: 615-683-6608

Junebug Boogie Toy Run
Date: Jun. 21-23
Place: Cookeville
Info: 931-498-2250

Ride for Kids
Date: Jun. 22
Place: Knoxville
Info: 800- 253-6530

Poker Run
Date: Jun. 29
Place: Smith/Wilson
Info: 615-683-6608

Poker Run
Date: Jul. 6
Place: CMT/ABATE Center Hill
Info: 615-683-6608
www.cmtabate.com

Upper Cumberland Event
Date: Jul. 13
Place: CMT/ABATE
Info: 615-683-6608
www.cmtabate.com

Wheels of Thunder Christmas in July
Date: Jul. 13
Place: CMT/ABATE
Info: 615-683-6608
www.cmtabate.com

CMT/ABATE Rodeo
Date: Jul. 26-28
Place: Loretta's Dude Ranch
Info: 615-683-6608
www.cmtabate.com

TEXAS
Texas Style Party Drags
Date: Jun. 22
Place: San Antonio
Info: 254-687-9066

Gryphons MC Poker Run
Date: Jun. 22
Place: Waxahachie
Info: 972-732-3434

The Texas Tea Party
Date: Jun. 28-30
Place: TMRA II, Hondo
Info: 877-459-6777

MRA II Liberation Celebration
Date: Jul. 5-6
Place: Pat's Place, Baytown
Info: 713-205-2667

Texas Style Party and Drags
Date: Jul. 6
Place: Texas Raceway, Ft. Worth
Info: 254-687-9066
www.texasscooter.com

Wet 'n' Wild
Date: Jul. 19-21
Place: Lake Tawakoni
Info: 903-447-3527

UTAH
Utah State HOG Rally
Date: Jun. 13-15
Place: Salt Lake City
Info: 801-568-7772

"Big Daddy" Roth Drag Race/Rat Fink Weekender
Date: Jun. 28-30
Place: Wendover Raceway
Info: 800-880-6567

Annual Thunder on the Mountain
Date: Jul. 19-20
Place: Brian Head
Info: 702-595-5711, 702-877-3182

VIRGINIA
Virginia State HOG Rally
Date: Jun. 29
Place: Sheraton Richmond
Info: vastatehogrally.com

2nd Annual Bikers 4 Kids National Ride Day
Date: Jun. 29
Place: Piedmont College
Info: 804-581-3907

United Sidecar Assoc. National Rally
Date: Jul. 10-14
Place: Glen Maury Park, Buena Vista
Info: 540-567-2693

25th Anniversary National Biker's Roundup
Date: Jul. 31 - Aug. 4
Place: Virginia Motorsports Park, Dinwiddie
Info: 202-397-5997

WASHINGTON
AHDRA Pacific Nationals
Date: Jun. 29-30
Place: Seattle
Info: 336-924-2095

WEST VIRGINIA
2nd Annual Freedom Fest
Date: Jul. 17-21
Place: Snowshoe Mountain Resort
Info: 877-441-4FUN
snowshoefreedomfest.com

Country Roads Rally
Date: Jul. 17-28
Place: Buckhannon
Info: 877-WV-RIDER
www.bikeweekwv.com

WYOMING
Wyoming State HOG Rally
Date: Jul. 5-6
Place: Laramie
Info: 307-632-5900
www.wystatehogrally.com

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: (818) 889-1252; www.easyriders.com

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Easynews

If it's of interest to bikers, we'll print it.

legalese

Georgia ABATE takes Helmet Law to the Supreme Court!

Motorcyclists nationwide are astutely aware of the term, "No List, No Law!" And ABATE of Georgia, along with Attorney John A. Roberts, have succeeded in doing something that's never been accomplished before. Since 1969, Georgia's had a mandated helmet law. But yet Georgia has refused to publish a list of approved mandated helmets that they require. As a matter of fact, Georgia's Board of Public Safety stated: "We have not published a lists of all protective headgear and eye-protective devices by name and type...and we are not going to do it!" Sound familiar? In other words, "it's do as we say, and not as we do." It's no secret to any of who ride that this disgusting tactic and piss poor excuse has been used by damn near every state that has an adult mandated motorcycle helmet law in effect, in order to keep it intact.

And for the first time ever, it seems the United States Supreme Court will at least consider to hear and review the case of ABATE of Georgia vs. The State of Georgia, with regard to the unconstitutionality of the helmet law. Since 1969, to the present, law enforcement has had a "field day" and enjoyed every minute of it by not only harassing but intimating Peach State riders at their own expense.

The staff of *Easyriders* congratulates both ABATE of Georgia, and the Roberts Law Firm of Atlanta, and wishes them "good luck" for taking such a bold step forward. It's about time. As always, we will keep you posted on the this.

—Twiggy

one step closer to freedom

California Bikers Hit Back

April 15, the dreaded Tax Day for everyone. This year, however, it's a day that California bikers chose to take a step closer to freedom with a rally on the Capitol steps in support of AB2700—the bill to change the helmet law as it currently exists in California. On April 22, AB2700 passed the Assembly Transportation Committee 10-7 with two members abstaining. "This is huge for us!" proclaims ABATE of Calif. Executive Director New York Myke. "We had to accept an insurance rider and amend it from 18 to 21 years of age, but we're definitely on the move."

With a lot of hard work from ABATE PAC Chair Jean Hughes, as well as lobbyist Jim Lombardo, and John Paliwoda who currently chairs the Motorcycle Dealers and California Harley-Davidson Dealers associations, AB2700 will now move on to the Assembly floor.

"Your help is greatly needed," says Myke. "Out of 1 million people licensed to ride in the state of California, only 1,000 letters came into the committee. We need to strike while the iron's hot. Send a letter to your local Assemblyman urging their support on this bill. After you've done that, send a copy of that letter to the bill's author, Assemblyman Dennis Mountjoy." Assemblyman Mountjoy is the record keeper of how many letters actually arrive in favor of, or in opposition to this legislation.

"We need more help than we got in this last round," Myke says, "Help us in the fight. I know if we had more support we wouldn't have had to take those riders and age restrictions!" Amen, brother.

Send letters supporting AB2700 to your Assembly reps and directly to: Honorable Assemblyman Dennis Mountjoy, State Capitol, Sacramento, CA 95814.

—Scott McCool

Tom Ridge

Shack of Shame

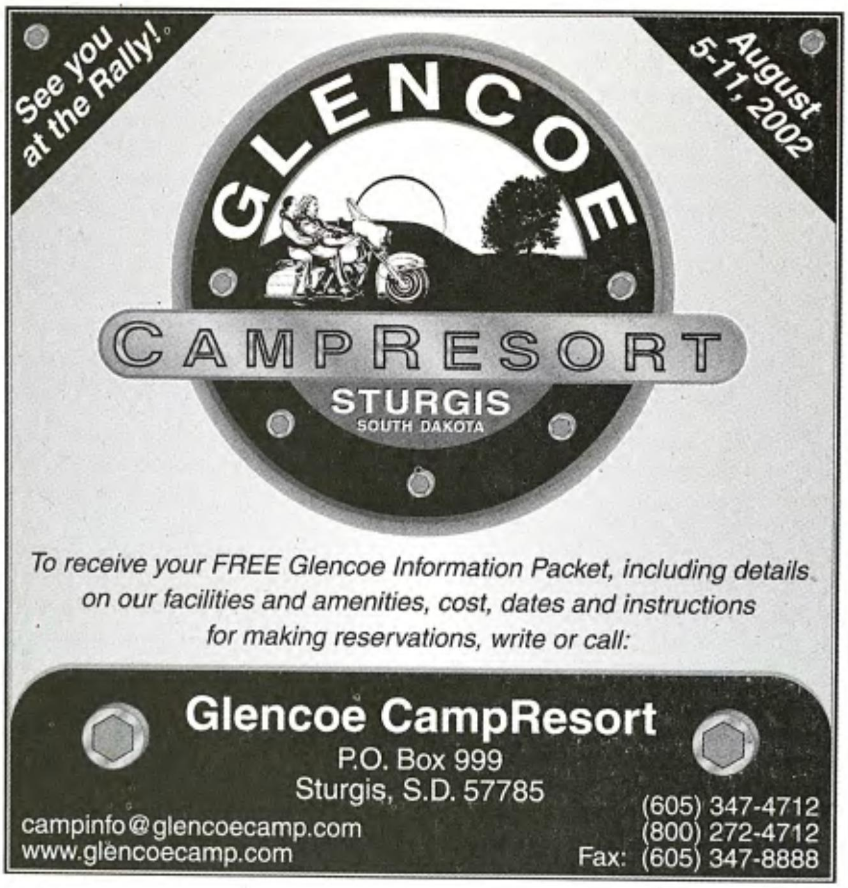
Ever since 9/11, it was predictable that Americans would be losing more and more of their freedoms. And it proves what we as bikers have known all along. Our government is using 9/11 as another excuse to tear apart our Bill of Rights, all in the name of your security.

Tom Ridge, the Homeland Security Czar, betrayed Keystone State bikers as Governor of Pennsylvania, when he promised to sign their helmet-repeal bill for adults over 21 and then vetoed it at the 11th hour.

In the December/January issue of *Talk Magazine*, filmmaker/actor Rob Reiner describes the former Pennsylvania Governor Tom Ridge as one of the few politicians who "'does exactly what he says he's going to do. He looks you in the eye.' There are a few of us who might not completely agree with that assessment. Ridge stated: 'If you get that bill to my desk, I'll sign it.' He looked us straight in the eye."

Tom Ridge reminds me of a very old cliche: "An honest politician is about as hard to find as a cork in the galaxy."

—Twiggy



two-wheeled tidbits

Spanning the biking globe...

China: Can ya believe it? Another banner year of motorcycle production in China. We'll never catch up in this race, that's for sure. In a story from *AsiaPort* and *Alestron*, we hear that the Chinese manufacturing of scooters went up by almost 9%. That brings them to a whopping 11 million bikes built in China just last year. Wow!

Los Angeles: Suzuki's done something interesting that we're seeing more of lately. They've married the motorcycle and car into "speed merchant" cars that they've shown at auto shows. So far, there's no information on production for sale of the sports car or their open wheel racer. But you can check 'em out at www.media.suzuki.com.

Australia: We've all heard about the terrible fires in Australia. In a story from Reuters new agency, they say at least 21 people have been arrested who were on motorcycles, intentionally setting fires. Millions of acres and countless homes have been lost. Police are also on two wheels, chasing these clowns on dirt bikes. What makes some people tick?

France: According to Managing Director Berry van Gestel, of Harley-Davidson France, most of the people that buy Harleys are well-to-do businessmen and not celebrities. I wonder if they have to wait as long as we do to get a scoot? They say they sold 3,000 H-Ds in 2001. Not bad for the French.

More China News: You'd expect some motorcycle news here and there from China, lookin' at our story about 11 million scoots being built in 2001. Seems the Chinese government's plan to limit bike use in the centers of their big cities has helped create a different result—more Chinese are buying bikes who live outside those big cities. Hell, if I lived there, you wouldn't catch me in a bike-banned city. I guess just because they're having more economic freedom over there doesn't mean they have all their

freedoms. Maybe they need some of our biker "freedom fighters" to go over there and teach those Chinese bikers.

Thailand: Bet ya didn't hear that there are Muslim separatist attacks going on here, too. It just doesn't stop, does it? Well, this attack right after Christmas was carried out by a band of five of 'em on bikes. Why is it that bikes keep popping up in wartime? I guess it's just because they do the job for friend or foe. And these guys are killing cops in this country. That would be a "big" no-no.

Washington: Well, here's an item from right here in the Northwest that caught the eye of an AIM Attorney for Oregon, Sam Hochberg. He saw a wire story about some poor 19-year-old kid in Renton, Washington, who was racing at 70 mph on a city street and he decided to pull a wheelie! The expected happened, somebody pulled out, and the boy died.

Sam says his own first serious bike accident was when he was 21. He was popping wheelies on his little 2-stroke, inside a garage. Smeared him and that little Yamaha right into a Cadillac bumper. Good thing he survived, so he can be on the job for us. Hey, maybe that's why he likes to represents us injured bikers? All the same, if this kid had taken some training, maybe he would still be with us. Wheelies are for the dirt where there's room to fall down, not on city streets, and certainly not at 70 mph.

—*Gunny, Oregon AIM Chief of Staff*

speed kills

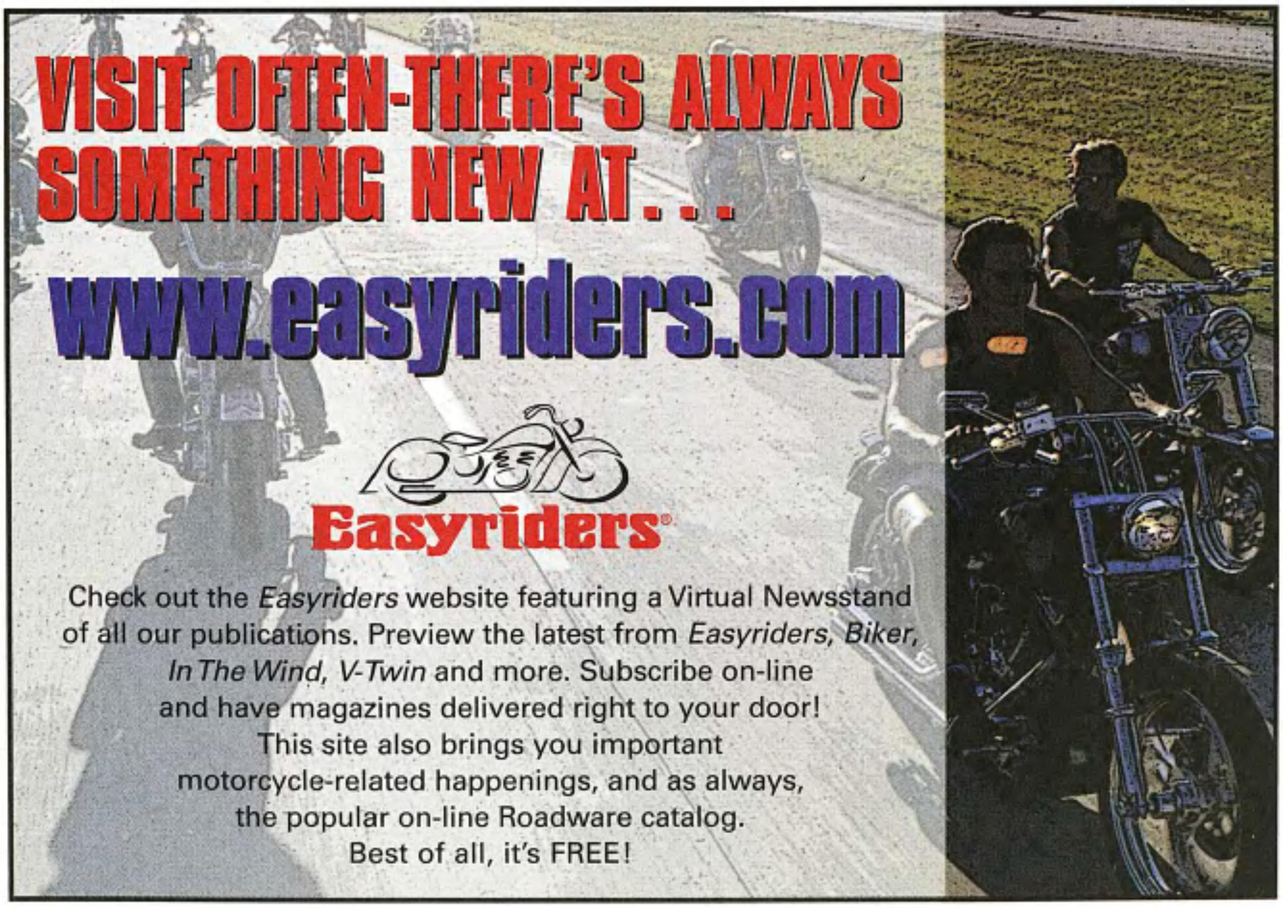
Police Release Dead Motorcyclist's Speeding Video

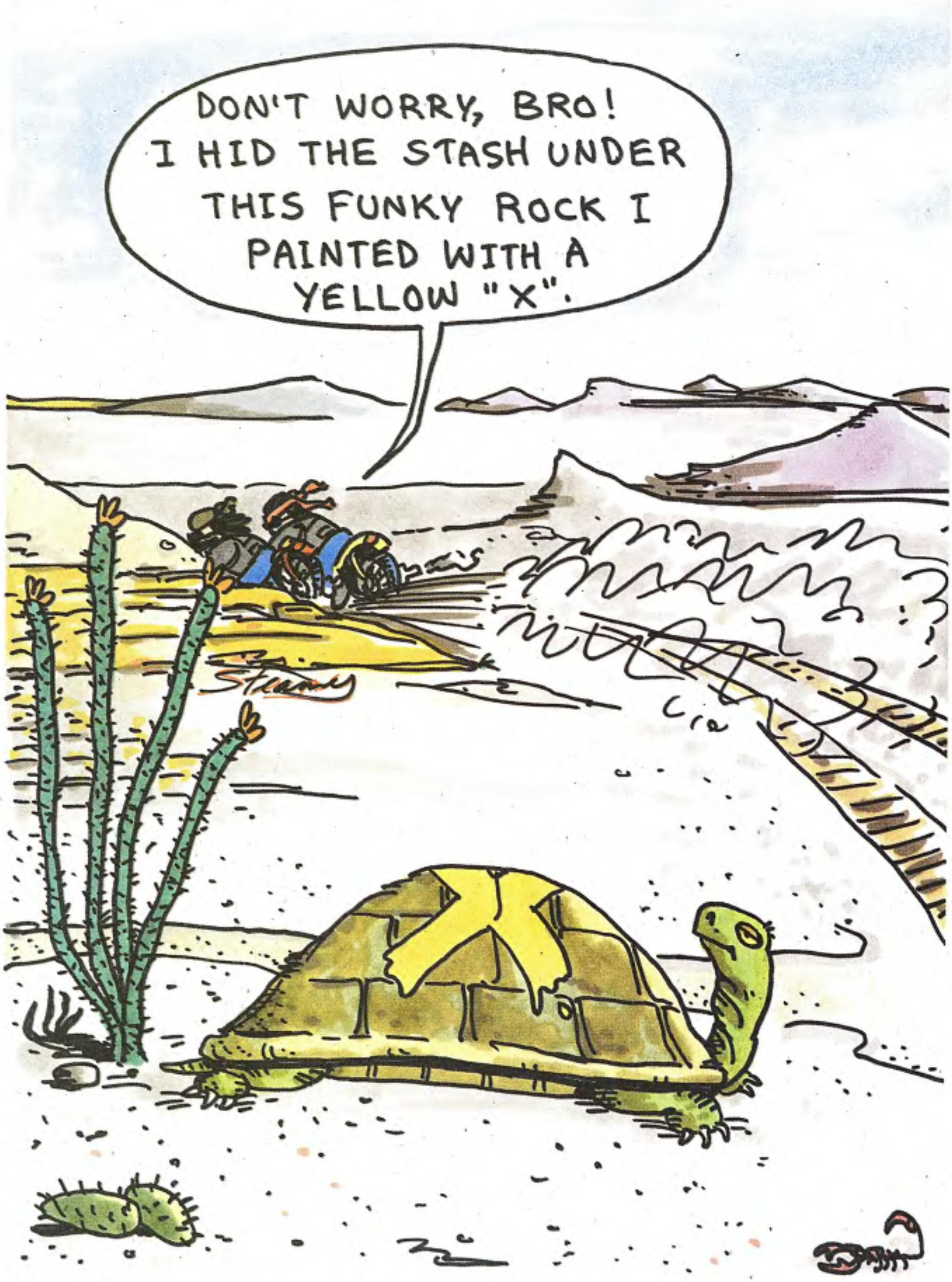
A self-made video of a British biker "treating roads as a race track" two weeks before his death has been released by police in England in a bid to cut accidents.

After the 28-year-old motorcyclist died in a collision, police released his video showing him speeding and performing stunts. He would strap a video camera to the front of his machine and tape himself traveling in excess of 100 mph, pulling wheelies and overtaking other vehicles on blind bends.

Cornwall Police stated: "The whole manner of his riding is dangerous. It is treating roads as a race circuit but unfortunately on roads you have cars coming in the opposite direction. The whole reason for releasing the video is to get the message across that this kind of driving is not clever. It is dangerous and fatal consequences can result."

The dead rider's girlfriend handed the tape over to the police and made an appeal urging others to slow down in a bid to reduce the number of deaths involving motorcycles. "I know that superbikes aren't made to go slowly but when they see what happened here I hope that they will think about their speed and slow down. It may save a life." —*Twiggy*




DON'T WORRY, BRO!
I HID THE STASH UNDER
THIS FUNKY ROCK I
PAINTED WITH A
YELLOW "X".

spread the love

DAYS INN Bikers Raise Money for WTC Victims

Days Inn hotel employees from the Mid Atlantic Regional Alliance recently raised $2,500 at a Harley-Davidson rally in York, Pennsylvania, for victims of the World Trade Center and Pentagon attacks.

in review

DAYTONA BIKE WEEK

Although national headlines from this year's Bike Week highlighted the fact that nine people died during the 10-day festival, insinuating that the repeal of Florida's helmet law may have played a part in those deaths, they failed to mention that a record 15 people died during Bike Week 2000, which was the last year under a mandatory helmet law.

Last year, only six people lost their lives in the first Daytona Bike Week without a helmet requirement.

Now in its 61st year, Bike Week draws an estimated 500,000 bikers to Florida for an annual two-wheeled celebration, and along with Biketoberfest, provides a whopping $744 million boost to the local economy—almost half the $1.6 billion impact to the area from all such special events.

In other Daytona Beach related news, Karl "Big Daddy Rat" Smith died of a heart attack on Monday of Bike Week while making final preparations for that weekend's Rat's Hole Custom Chopper Show, in which he was to receive an award for his contributions to the motorcycle world.

At 74 and despite recent ill health, Smith still was involved in producing the custom-bike shows that brought him international attention. Karl Smith first visited Bike Week in 1963 and started in business on Main Street in a 12-by-16-foot shop aptly named The Rat's Hole. His business grew to include seven shops in Daytona Beach and a gift shop in Las Vegas. *—Bill Bish, NCOM*

FREE Easyriders®

Get your copies here...

Alabama
Riders H-D, 1830 Gadsden Hwy., Birmingham

Arizona
H-D/Kawasaki of Glendale, 5556 Grand Ave., Glendale

California
Bartels' H-D, 4141 Lincoln Blvd., Marina Del Rey

San Diego H-D, 5600 Kearny Mesa Rd., San Diego

Colorado
Thunder Mountain H-D, 1303 SW Frontage Rd., Ft. Collins

Two Wheeler's MC Shop, 1433 W. 38th Av, Denver

Florida
Easyriders Store, 605 Main St., Daytona Beach

The Chopper Stop, Inc., 62194 Massachusetts Av, New Port Richey

Fletcher's H-D, 17129 U.S. 19 North, Clearwater

H-D of Miami, 19400 N.W. 2nd Ave., Miami

Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona

Cycle Lab, 1911 S. State Rd. #7, Ft. Lauderdale

Georgia
Rebel's Customs, 560 SR 20 Spur SE, Cartersville

Indiana
Brandt's H-D, Inc., 1617 S. Wabash St., Wabash

Kansas
Easyriders Wichita/Bikers Edge, 1201 E. Central Ave., Wichita

Louisiana
Easyriders New Orleans, 4230 Veterans Blvd., Metairie

Massachusetts
Dave Frank M/C Sales, 81 Bridge St., Salem

Missouri
Easyriders St. Louis, 11720 Dorsett Rd., Maryland Heights

Easyriders Springfield, 1310 S. Glenstone, Springfield

Montana
Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska
Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada
Las Vegas Harley-Davidson, 2605 S. Eastern, Las Vegas

New Jersey
Kosco H-D, 1149 State Route 23, Kinnelon

New Mexico
Easyriders Albuquerque, 1220 S. Renaissance Bl., Albuquerque

New York
Light House H-D, 670 E. Jerico Turnpike, Huntington Station

Zack's V-Twin Cycles, 593 Violet, Hyde Park

North Carolina
Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville

Easyriders Greensboro, 106 College Rd., Greensboro

Ohio
Don's Custom Cycle, 8619 Harrison Pike, Cleves

Easyriders Columbus, 611 E. Broad St., Columbus

F&S Motorcycle Sales, 7220 Dixie Hwy., Dayton

Texas
Easyriders Dallas, 9304 Harry Hines Blvd., Dallas

Virginia
Shenandoah H-D, 2800-C W. Main St., Waynesboro
Easyriders of Richmond, 3201 W. Broad St., Richmond

Washington
R&R Motor Inc., 2726 Bldg. E. Black Lake Blvd., Tumwater

Wisconsin
Mischler's H-D & BMW LLC, N. 8063, Hwy. 33, Beaver Dam

H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton

You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

TalkingTech

Recently we've received several letters and e-mails saying that Gearhead has been a little too harsh in dealing with some of the tech stuff. Our first reaction was to tell all those bleeding heart liberals "tough shit." However, that would seem like we don't care about our readership. We do, we just are amazed at some of the questions we get. We are not making these up. So, in the interest of fair play we've decided to give Gearhead a month off, let him get his head straight, a few anger management courses, a month of binge drinking and whore-mongering, whatever he needs. In his place here are just a smattering of the mail we get to deal with. Full names were not used so as to protect the mentally challenged:

ADVERTISEMENT IS FALSE

I have been faithfully using the enhancement product—guaranteed to add inches—advertised on Page 46 of the January 2002 issue since it arrived last week, but my bike still runs like a stock 80-incher. Was I supposed to add it to the gas or the oil?

Fred
Lynn, Massachusetts

Fred, if you felt the need to order that product in the first place, you may have issues no one wants to know about or discuss. However, as it is our intent to not only assist the home wrenches but to edjamacate them as well, I'll attempt to correctly advise you on this. First, do not take this medication lightly. Bone up on all the info you can beforehand because you don't want to go off half-cocked. Now, the word around the office is that you should be adding this to the OIL. Why? Because you want it to have direct contact with the head(s). This is impotent to the adding of inches. Our other advice is to have your ol' lady apply the "medication." We've also decided that if she is unskilled in the practice, or lacks the knowledge, of having fluids injected, send her here and we will give her all the instruction she needs.

WHAT TO DO

Hey, Harley-Davidson is fucked up! Every time I go to my local dealer they refuse to work on my bike. I moved to this area nine months ago and still can't get any help. The last place I lived had no trouble doing the work so whatdafuck? This bike is ridden more than anything on their showroom and looks about 10 times better. Hell, it's an Evo so why won't they work on it? I can't afford to take my bike to the Big Dog plant in Wichita every 3,000 miles ya know what I mean? I've talked to everyone at the dealership and at Harley in Milwaukee and no one will help. [*The letter goes on for several more pages explaining all the problems he has with a certain dealership and why they won't service his BIG DOG*]

Fran
Oklahoma City, Oklahoma

Fran, leave your Harley dealership, as well as the Harley factory, alone! Harley will not work on your bike because it is not a HARLEY-DAVIDSON. It's a BIG DOG. And, it's not an Evo. My guess is that your motor is either a TP Engineering or S&S motor. V-twins? Yes. Evos? No. Evo is a registered trademark for Harley. We can go on for days why they are different, but I'm not gonna. Now, why don't you call the fine folks at Big Dog at 316-267-9121, and find out where there is a Big Dog dealer or service center near you?

MUCH ADO ABOUT NUTHIN'

I read these letters every month and have never seen a problem like mine, so here goes: I just purchased a 2002 Harley Electra Glide Ultra Classic. I love the storage, cruise control and enhanced stereo system on this bike. It'll really make the 75-mile round trip to work everyday a breeze. I have only two problems. First, it's hot out here and by the time I get to work or ride this bike on the weekend for more than a few hours, the engine temperature seems to be causing a heat rash on my legs. It just seems to be running too hot. Second, what can be done about those damn antennas waving all over the place?

Mark D.
Phoenix, Arizona

Only two problems? First, unless you absolutely need to have them, why not take off the lowers on the bike. Where you're livin' I don't see too much of a need for them, unless you actually need that small cargo space. I think you'll find that by allowing some air to cool the motor, it'll run a little cooler. Next, (sometimes I have to pause before answering) try this: Go to your local radio store and pick up a small rubber antenna for the radio. It'll make a big difference around town—same reception, less "waving"—however, on long trips it won't help much. As for the CB antenna, unless you actually USE it, take it off.

FIT TO BE TIED

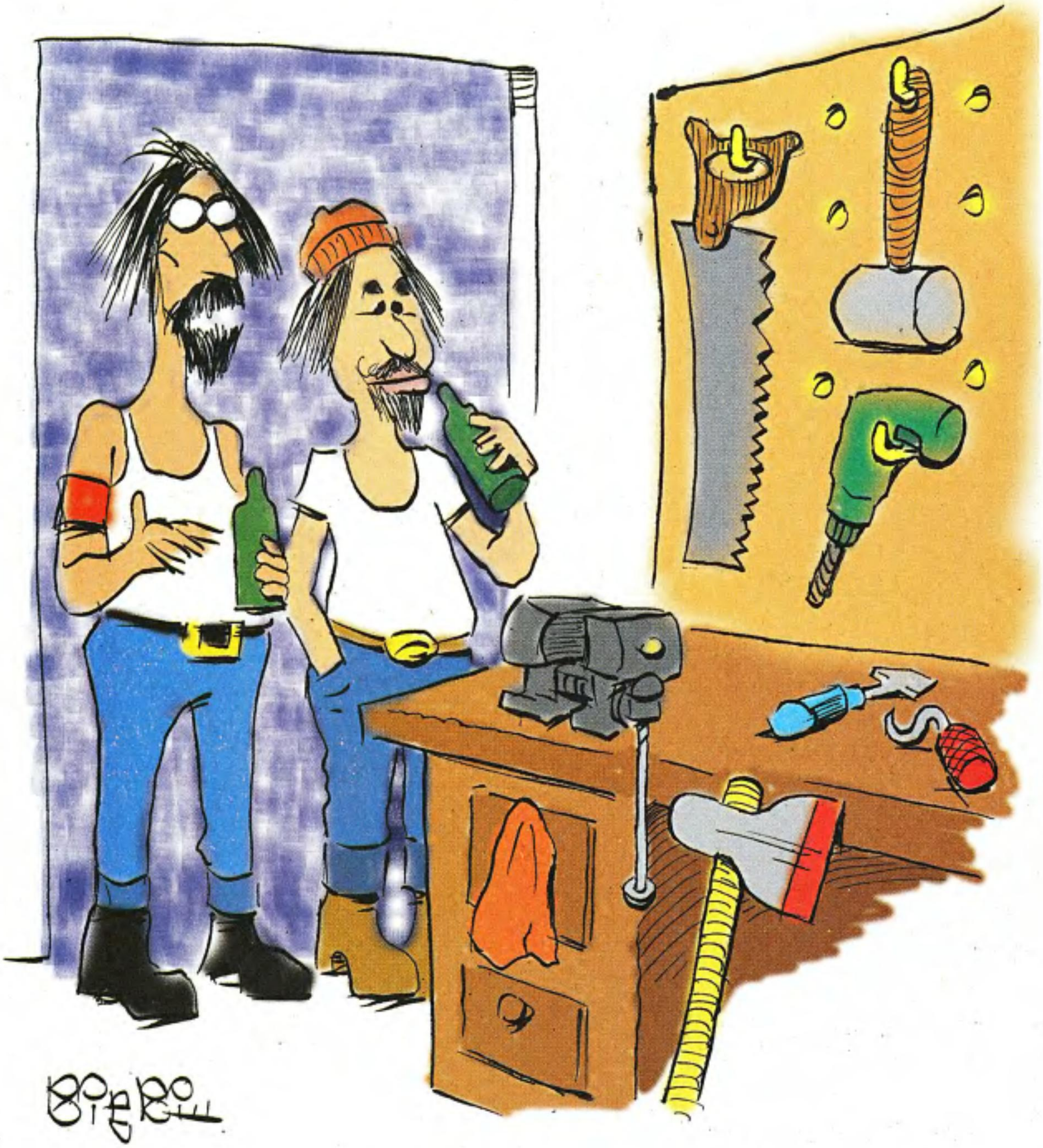
I recently borrowed a brand-new 2002 Sportster from a friend and took it for a ride. First of all, when you put gas in the little gas tank, gasoline shoots out all over the place and you have to clean gas off the tank. This is very hazardous. Secondly, the kick stand, or jiffy stand is "defective." Every time I put the kick stand out to the full deployed position, the bike rolls forward and falls over, breaking the left turn signal and mirror. I also hurt my hand and new leathers. Harley should redesign this kick stand at once!

B. Lorgflabbe
Westlake Village, California

I think God should redesign your head.

Folks that's all my brain can handle. We apologize that any of you felt we didn't care, or felt we were beating you up in answering your questions. However, now you can see why we get a little testy from time to time. If not, understand this: It's called a "sense of humor," ya outta try it sometime. If ya don't get it, well—fuck you! Where the hell's Gearhead? Bring on the Jack and the whores!

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.



"Actually, it's the ol' lady's kitchen."

National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a,4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a,4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c				r		√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	r	a,12,13	r	17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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MAGNA-RX+ Penis Enlargement System is absolutely the easiest and fastest doctor-recommended way to add 2", 3", even 5" of pure manhood to satisfy your lover like never before! In just a few short weeks, you'll be amazed as you watch your penis grow into the biggest, thickest, hardest one she's ever had, and the one she'll remember forever and ever! No penis enlargement system or pill is easier to use, works faster, or is more effective than the ***MAGNA-RX+*** Penis Enlargement Formula – GUARANTEED!

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The genius behind ***MAGNA-RX+*** is Dr. George Aguilar, MD, a Board Certified Urologist who has treated over 70,000 patients with erectile problems. He is a member of both the College of Urology and the Society of Urology, and the director of 46 urologists. He is also past-president of his State Society of Urologists. Over 7 years of research and testing, Dr. Aguilar made the amazing discovery that is now known as ***MAGNA-RX+:*** a powerful, 100% natural, Penis Enlargement Formula.

By using this proven formula daily, his patients dramatically increased their penis size by 2", 3", even 5" in only a few short weeks. And, best of all, ***MAGNA-RX+'s*** breakthrough herbal formula is 100% natural and safe, with no known side effects. There is absolutely no prescription necessary.

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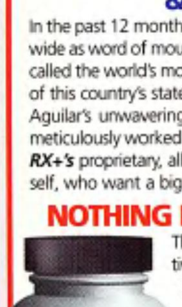
Only ***MAGNA-RX+*** pills contain the exclusive, trademarked **Orgasmic Thrust Activation** process. This factor alone would make ***MAGNA-RX+*** the most powerful **Penis Enlargement Formula** available at any price. Not only do men report amazing increases in penis length and thickness, but they are also equally delighted by the sheer intensity and concentrated power of their orgasms *(as are their very satisfied lovers)!*

MAGNA-RX+: THE WORLD'S #1 PENIS ENLARGEMENT FORMULA & *STILL GROWING!*

In the past 12 months, demand for ***MAGNA-RX+*** has exploded world-wide as word of mouth spreads about what many medical experts have called the world's most powerful **Penis Enlargement Formula.** In one of this country's state-of-the-art pharmaceutical laboratories, under Dr. Aguilar's unwavering direction, a dedicated team of biochemists has meticulously worked around the clock to produce enough of ***MAGNA-RX+'s*** proprietary, all-natural botanical formula for men, just like yourself, who want a bigger, thicker, more energetic penis fast!

NOTHING ELSE TO BUY EVER AGAIN!



The ***MAGNA-RX+*** **Formula** is so powerful, so effective, so complete, we 100% guarantee that you will **NEVER** have to purchase any more than the 60-day supply included in this special offer. We could easily make ***MAGNA-RX+*** much weaker and then ask to automatically re-bill your credit card each month for the next 2 months, like some companies do. We focus on getting the best results, as quickly as possible. That is the secret of our success! With the ***MAGNA-RX+*** **System,** *you can skyrocket 2", 3", even 5" in 60 days or less – with nothing else to buy ever again.*

WHAT RESULTS CAN YOU EXPECT?

Use the ***MAGNA-RX+*** **Penis Enlargement Formula** daily for 3-5 weeks (one potent pill a day is all you need), and:

- **You'll increase your penis size by 2 to 5 full inches**
- **Your penis will he thicker and fuller**
- **Your confidence level & self-esteem will soar**
- **You'll satisfy your lover like never before**

BUY 1, GET 1 FREE (A $60 SAVINGS!)

If you're ready to become the biggest man you can be, then order your supply of ***MAGNA-RX+*** today. See for yourself, what thousands of satisfied men (and their lovers) have already discovered: ***MAGNA-RX+*** is the world's #1 best-selling **Penis Enlargement Formula** for one very simple reason: **IT WORKS & NOTHING ELSE CAN COMPARE!**

Need another reason to try ***MAGNA-RX+***? ***How about 50% OFF our regular price! MAGNA-RX+*** normally retails for $59.95 for a 30-day supply, but if you order now, ***we'll include a second month's supply absolutely FREE!*** Imagine being able to increase your penis size up to 5 full inches for less than a $1.00 a day!

WHAT SOME OF OUR SATISFIED CLIENTS HAVE TO SAY:

"I've been using your product for 2 months now. I've increased my length from 6" to nearly 8-1/2". Your product has helped me give a little extra to the love in my life." –W.B., Washington, D.C.

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"My girlfriend loves the results, but she doesn't know what I do. She thinks it's natural, so help me!" –T.M., Oklahoma

"I'm too shy to tell the whole world, but I don't mind telling you that... I went from 3-1/2" to 6". I'm trying for even more." –R.C., South Carolina

ALL LETTERS ON FILE

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- Enjoy powerful erections with no midway letdown!
- Enjoy a horny feeling of wanting sex often!
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60 capsules for only **$49.95**

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SAVE! *120 tablets for only* **$35.00**

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☐**SATIVOL** *(60 capsules)* $49.95	
☐**MOTIVATOR** *(24 tablets)*..........$12.00	CA Residents ADD Sales Tax.....$____
☐**POWER PILLS** *(30 tablets)*.........$18.00	
☐**POWER PILLS** *(120 tablets)*........$35.00	Shipping Via Priority Mail or FedEx..........$ 6.95
SAVE $49.95 with the ECONOMY PACK! ☐Send me 2 month's supply of MAGNA-RX+, 60 Sativol, 24 Motivator, 30 Power Pills *all for only* **$89.95**	ADD $2 for RUSH Service........$____
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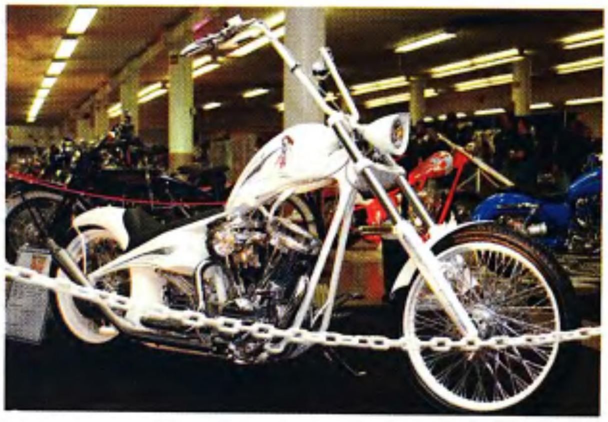
COLUMBUS ROCKS

Once again the Easyriders Bike Show Tour wrapped up the season by ending with the Invitational at the Franklin County Veteran's Memorial Hall in Columbus, Ohio…or did we? More on that in a minute. For now we turn our attention to the fact that, once again, there were more bike entries and vendors than last year and yet another attendance record was broken. What's all that mean? It mean's one helluva good time!



First of all the Columbus Show is where we crown the new Ms. *Easyriders*. Based upon your votes and our intricate screening process (casting couch…whatever) our new "spokesmodel" is Miss Roxy LeRoux, featured in the March '01 issue of *Easyriders*. Roxy turned out to be a real trooper. Not only was she working hard at the show taking photos with all those in attendance, she also made time for a couple of radio interviews, afforded Michael Lichter time to do a complete photo shoot, all while appearing nightly at the Dockside Dolls—where many of you were also in attendance, I know that cuz so was I. So, although this tall drink of water was literally working 19-hour days, she always had time to chat and visit with everyone, never once complaining about the work…ya gotta love that.

Now back to the show. Being the Invitational, this show absolutely gets the Best of the Best when it comes to the Show entrants. Winners from all the previous regional shows are there to battle it out for the top prize. However, Columbus is also a regional show itself—confused? It gets worse in a minute—so you have more entries competing for a spot in next year's show as well. It's a helluva task to judge all those bikes and we're extremely happy they give us three days to do it.

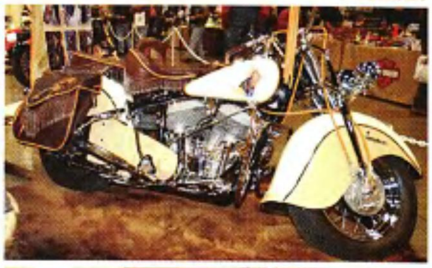
Of course this show also brings out the "artist" talents of the entrants. This past year we saw more and more folks putting up displays around their bikes than ever before. Columbus was no exception. From Rusty Hill's volcano and light display to Click Baldwin's garage restoration setup folks really out did themselves. Rusty, who also garnered the Best Display trophy, required him to hire four guys to lug the rocks and boulders

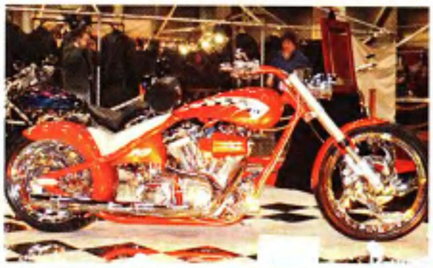
into the hall to make his display. Whereas Click just told folks prior to the doors opening, "Hey, if ya got an empty beer can or seven, just throw 'em in my display…it'll look good."

If the bikes weren't enough to hold your attention, the Purrfect Angelz sure were. These lovely lasses traveled the entire circuit with us this year putting on their own wood-inducing show as well as adding their own flair to our fashion show. Many of you clawed your way to the stage to get a shot at being the one lucky guy the ladies pulled from the crowd to "perform" for. Think of it as an NC-17 Bachelor party. Lord, don't forget the Tattoo Contest. This brought out almost as many folks as the Bike Show Awards. A lot of ink and dedication strutted across the stage. Our hats are off to Billy Tinney, editor of *Tattoo* magazine and *Easyriders* senior photog, his outrageously gorgeous assistant Anna, and to all the judges who took time away from their own booths to come and make a few dreams come true.

When all was said and done it was time to hand out the Bike Show Gold. Of course the Columbus award festivities wouldn't be complete without our increasingly popular slide show put on by *In The Wind* editor Kim Peterson, show photographer Chuck Emery, bodyguard to the stars Gator and Digital whiz-kid Larry. Although there were a couple of minor glitches—Larry paid for those afterwards—the slide show presented the audience with a fresh photo of which bike won what award. It's pretty cool, as some competitors have more than one bike in the show. A complete winner's list is shown at the end of this article so I won't bother you with all the details. However, we can't end this without acknowledging the Best of Show winners in the Invitational class: Jim Efros of Effingham, S.C., took home third with his 2001 Carolina Custom; Bill Waterston of San Clemente, Calif., took second with his 2002 Special Construction Hot Rod; and taking home the best of the best trophy was Billy Lane of Choppers Inc. in Melbourne, Fla., for his 2002 Choppers Inc. hubless rear wheel custom. All of the Best of Show trophies for the Invitational class were one-of-a-kind sculptures from the talented mind and hands of

2002 BIKE SHOW TOUR WRAPS UP IN STYLE





COLUMBUS, OHIO WINNERS 2002

SPECTATOR'S CLASS / BEST OF SHOW

1.	Matt Hotch	San Clemente, CA	2001 Special Const. Chopper
2.	Bill Steele	Oakdale, PA	2002 Special Const. Softail
3.	Twin Visions	Obetz, OH	1999 Vision Craft Custom

Easyriders (best custom bikes)

1.	Doug Lineback	Lawrenceburg, IN	2001 Custom Chopper
2.	Gus Faso	Columbus, OH	2001 Special Const. Chopper
3.	John Lisenby	San Clemente, CA	2000 Special Const. Chopper

In The Wind (highway bikes)

1.	James Ransom	Moreno Valley, CA	2001 Road Glide
2.	Brian Shackelford	Cincinnati, OH	2002 Daytec Softail
3.	David Anderson	Ripley, WV	2001 Special Const. Softail

Biker (old school bikes)

1.	Harleysville MC	Harleysville, PA	2002 Chopper
2.	Ken Carr	Shelby, MI	1956 Panhead
3.	Jim Vestring	Cincinnati, OH	1953 H-D Servi-Car

V-Twin (street cruisers)

1.	Paul Crowell	Cleves, OH	2001 JYC Custom Superglide
2.	Tom Fulks	Hurricane, WV	2001 Yamaha Roadstar
3.	Doug Morton	Concord, NC	2000 Custom Yamaha Roadstar

Early-Riders (restored antique bikes)

1.	Doug Jamison	Trinway, OH	1948 Indian Chief
2.	Mike Fisher	Oakdale, CA	1948 Indian Chief
3.	Chris Wilhelm	Aurora, IN	1957 FLH Panhead

JUDGED CLASS / BEST OF SHOW

1.	Russ Tom	Seattle, WA	2002 Special Const. Custom
2.	Mike Pugliese	Staten Island, NY	2002 Custom Chopper
3.	Donny Loos	Miamitown, OH	1946 Knuckle Chopper

Best Radical Class

1.	Chuck Fonvielle	Kingstree, NC	2001 Extreme Softail
2.	Click Baldwin	Gastonia, NC	1940 Radical Rigid
3.	Todd Roberts	Whitehouse, OH	2001 Twin Cam Chopper

Best Street Class

1.	Denny Fasig	Leesport, PA	2002 Custom Chopper
2.	Cyril Huze	Boca Raton, FL	2002 Special Construction
3.	Jeff Hill	Ney, OH	2002 Pulsator

Best Specialty Class

1.	Mike Ellerbrock	Dayton, OH	2001 Special Const. Chopper
2.	Jon Hall	Saginaw, MI	1948 H-D WL
3.	Fabien Madeleine	Ontario, Canada	2002 Shovelhead

Best Antique Class

1.	Jim Rauck	Grove City, OH	1919 H-D L-Model
2.	Stan Halle	Deer Park, NY	1946 H-D WL Flathead
3.	Richard MacDonald	Westerville, OH	1950 Panhead FL

Editor's Choice Award

Wymond Walkem	Ontario, Canada	1940 Indian Sport Scout

Best Display

Rusty Hill	York, SC	2001 Softail - Volcano

Luster Lace Gleam & Gloss Award

Jim Efros	Effingham, SC	2001 Carolina Custom

INVITATIONAL CLASS / BEST OF SHOW

1.	Billy Lane	Melbourne, FL	2002 Choppers Inc. Custom
2.	Bill Waterston	San Clemente, CA	2002 Special Const. Hot Rod
3.	Jim Efros	Effingham, SC	2001 Carolina Custom

Easyriders

1.	Brad Ruel	Tampa, FL	2001 Special Const. Chopper
2.	Pasquale Mangiola	Montreal, Canada	1990 H-D FXR
3.	Derek Hewitt	Alamonte Springs, FL	2002 Bad Nun Chopper

In The Wind

1.	Russell Marlowe	Kingstree, SC	2002 Custom Softail
2.	Cyril Huze	Boca Raton, FL	2002 Special Const.
3.	Pete G's	Longwood, FL	2000 Blue Diamond Chopper

Biker

1.	William Vandiner	Decatur, AL	2001 Machine Works Chopper
2.	Bill Bissell	Brandon, MS	2001 Springer Chopper
3.	Warren Vesely	Lowell, IN	2002 ASM Chopper

V-Twin

1.	Sandra Stephenson	Wake Forest, NC	2002 Special Const. Chopper
2.	Paula Burgess	Sharonville, OH	2001 Special Const. Softail
3.	Rodney Morton	Mt. Pleasant, NC	1999 Kawasaki Vulcan 1500

Early-Riders

1.	Mike Fisher	Oakdale, CA	1946 FL w/Sidecar
2.	Jerry Burrow	Crown Point, IN	1946 Knucklehead
3.	Phil Hoffman	Sandwich, IL	1960 FL Panhead

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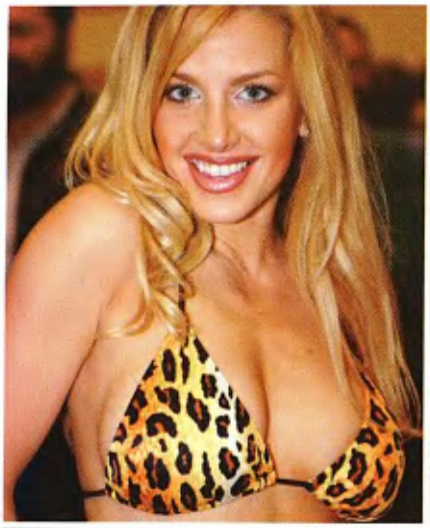

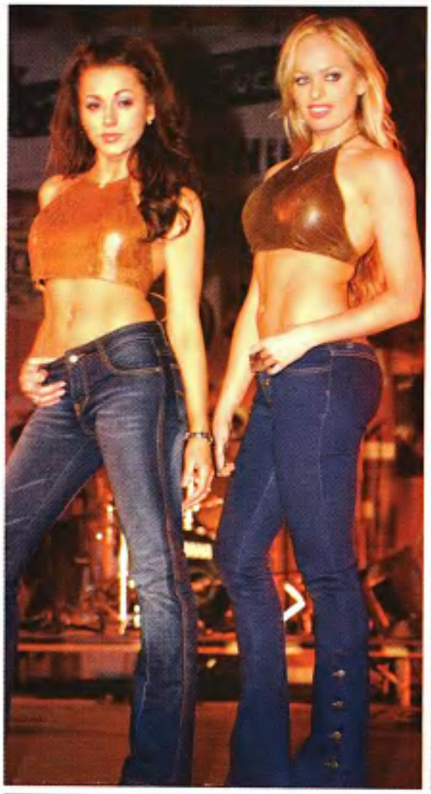

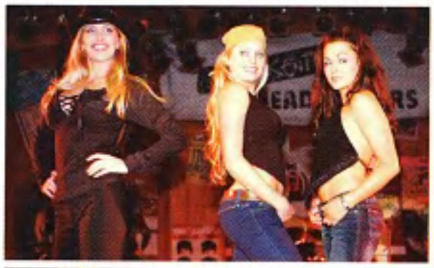

Photos: Kim Peterson & Chuck Emery

Image Motorcycle Products. Made of bronze, these things may have weighed a ton but were just awesome.

So is that the end of this year's fun and frolic? Sort of. After the Columbus Show, John Green and the rest of the Events crew took a month off to attend Bike Week in Daytona before, literally, kicking off NEXT year's shows. That's right, two shows were scheduled for April, one in Dallas and the other in Kansas City to jumpstart the 2003 season. It's wacky I tell ya! Thanks o'plenty go out to everyone who helped make this show a screamin' success, especially our Tour's sponsors: Pyrostars, Performance Machine, Belt Drives Limited, and Image Motorcycle Products. Also a big pat on the back to Johnny Basinger and his staff at Dockside Dolls, Lydia Parks from Legacy Entertainment, Chuck, Gator, FNG Larry, and Schwoo for being our new punching bag.

To get in on all this excitement give us a call at 800-962-9857 or log on to our Web site at www.easyriders.com. To find out where you can see Ms *Easyriders* up close and personal-like, go to www.TallestPet.com. Don't miss out. I mean why should we be the only ones to suffer from the hangovers?

—*Oil Can*

The Trail Of Tears

The Trail of Tears Ride, sponsored by the Alabama/Tennessee Trail of Tears Corridor Association, is the largest memorial ride in the country. It traverses 230 miles of roadway, and the 2001 event attracted nearly 80,000 riders. The purpose of the Trail of Tears Ride is to draw attention to the forced march in 1838-39 of 17,000 Indians from Alabama and Tennessee, to "Indian Territory" (Oklahoma), which resulted in more than 4,000 deaths. It's a story needing to be told.

In 1830 Congress passed the Indian Removal Act, which Andrew Jackson signed, leading to one of the darkest chapters in American History.

Frontiersman "Davy" Crockett was a popular two-term Congressman at the time in Tennessee, who vehemently opposed the measure. He is quoted as saying, "His [Andrew Jackson's] famous, or rather I should say his infamous Indian bill was brought forward, and I opposed it from the purest motives in the world… I told them I believed it was a wicked, unjust measure, and that I should go against it, let the cost to myself be what it might…" Crockett's opposition cost him his seat in the next election. The loss of the election led to disenchantment with politics, and he moved on to Texas, and the history books, at the Battle of the Alamo.

The Supreme Court ruled in 1832, in Worcester vs. Georgia, that the Cherokee Nation was a sovereign nation, making the removal laws invalid. In order for the removal to be legal, the Cherokee themselves would have to agree to it by treaty. Such treaty then would then have to be ratified by the Senate. While most Cherokee supported Chief John Ross in opposition to such a treaty, a minority faction, led by Major Ridge, his son John, Buck Oolwatie, and Stand Watie, signed the "Treaty of New Echota" believing that would end the encroachment of whites on Indian land. Although John Ross managed to get 16,000 Indian signatures in opposition to it, the deed was done. The treaty gave Jackson the legal means he needed to remove the

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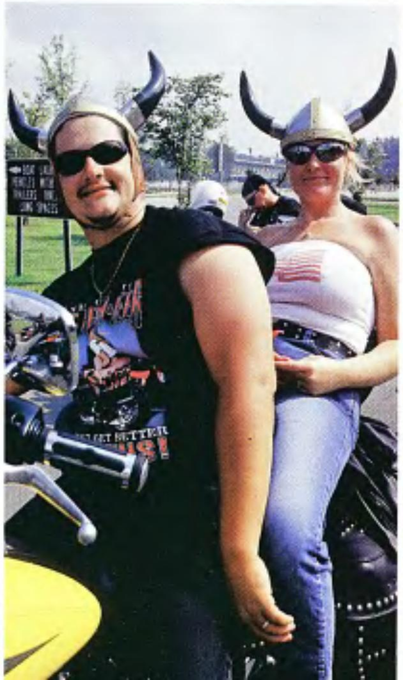
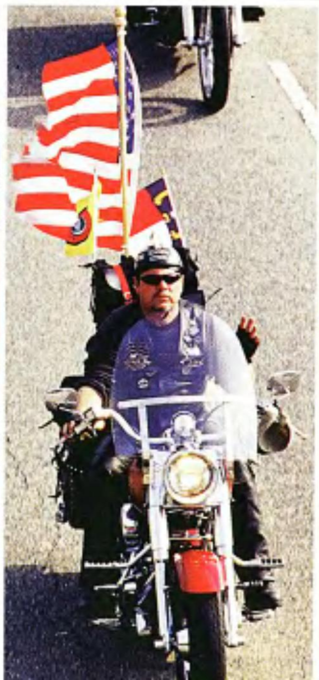
Cherokee. Such notable statesmen as Daniel Webster and Henry Clay spoke eloquently in the Senate against ratifying the treaty, but in the end it passed by one vote, and sealed the fate of the Cherokee. Major Ridge and his son were later assassinated by their own for signing it.

May of 1918 marked the deadline for "voluntary" Indian removal. Given his orders, General John Wool resigned his command in protest. His replacement, General Winfield Scott, arrived at New Echota on May 17, 1838 with 7,000 men. Soon the roundup began. Soldiers went to the homes of all Indians in the area and forced them into concentration camps. About 5,000 were sent on boats down the Tennessee River and the rest were marched over land to Oklahoma. All told, thousands died on the perilous journey.

Known as "The Trail Where They Cried" (Nunna daul Tsuny) the trail closely followed the present course of U.S. Highway





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The 2002 Chief will be available Spring 2002. To come along for the ride, visit **www.newchief.com** or call **800-952-CHIEF** for a free brochure.

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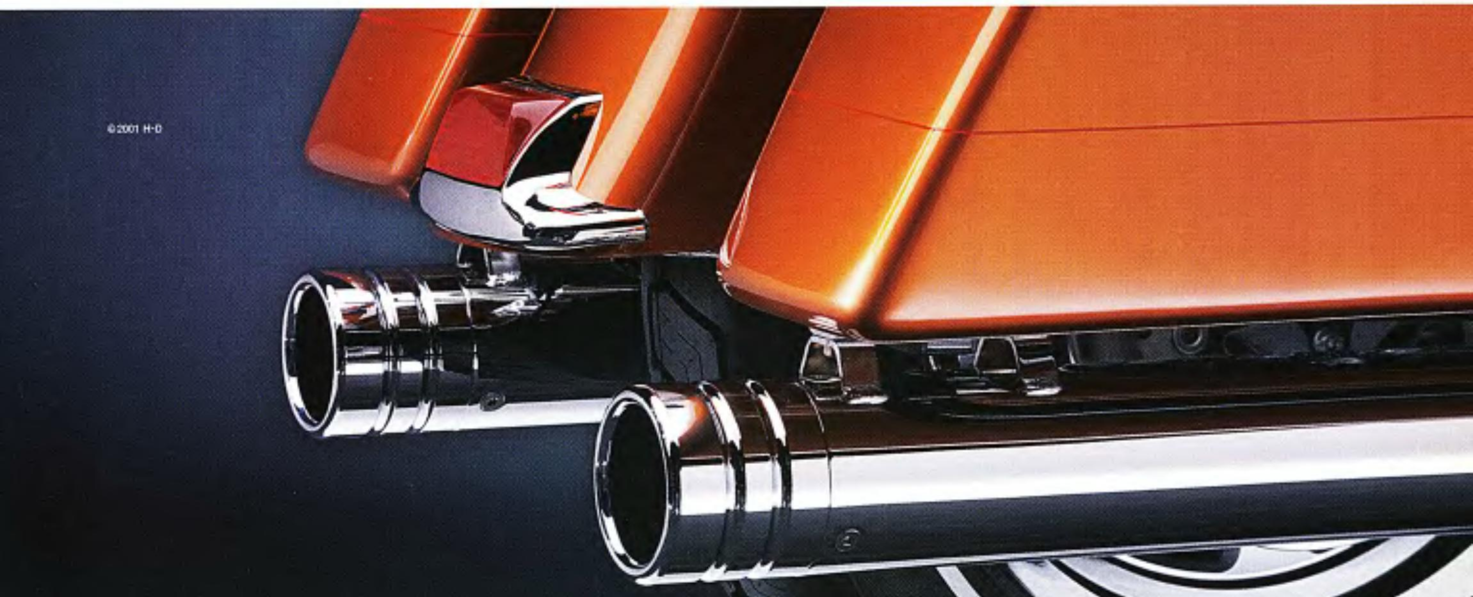
72, which is the route of the present day ride.

In 1992, Jerry Davis, of Scottsboro, Alabama, and longtime friend, Bill Cason, of Whitwell, Tennessee, decided to promote an event to bring more public awareness of the event in history. The next year eight riders made the trek. Then in 1994 100 riders showed up. By the year 2000 they started out at Ross' Landing in Chattanooga with 25,000 riders, and by the time they reached Waterloo there were 80,000 bikes in the pack. This made it the largest organized motorcycle ride in history.

Funding for the event comes from many sponsors, and money raised goes to erecting placards along the historic route telling the story of the trek that took the lives of so many. They also raise money for scholarships for deserving Native American students, and two $10,000 scholarships were awarded in 2001. The 2002 Ride will be September 21. We hope to see you there.

—Kit Maira

Photos: Pam Proctor



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Bob McKay Did It Again!

The McKay V-Rod Team: Vince Goodeve, Bob McKay, and Dan Metzger.

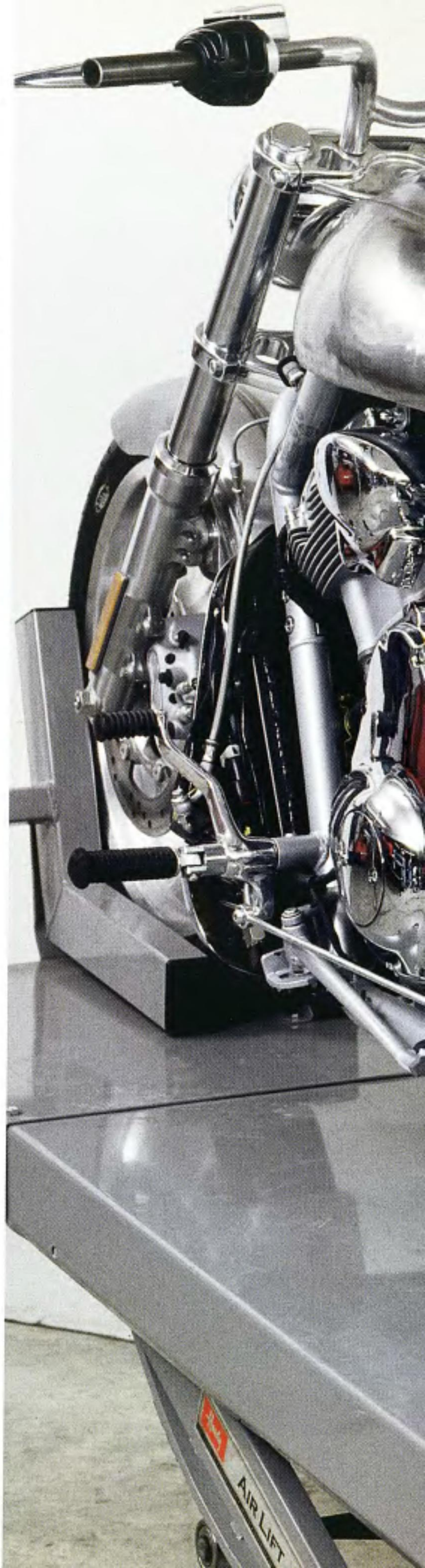
WORLD'S FIRST CUSTOM V-ROD

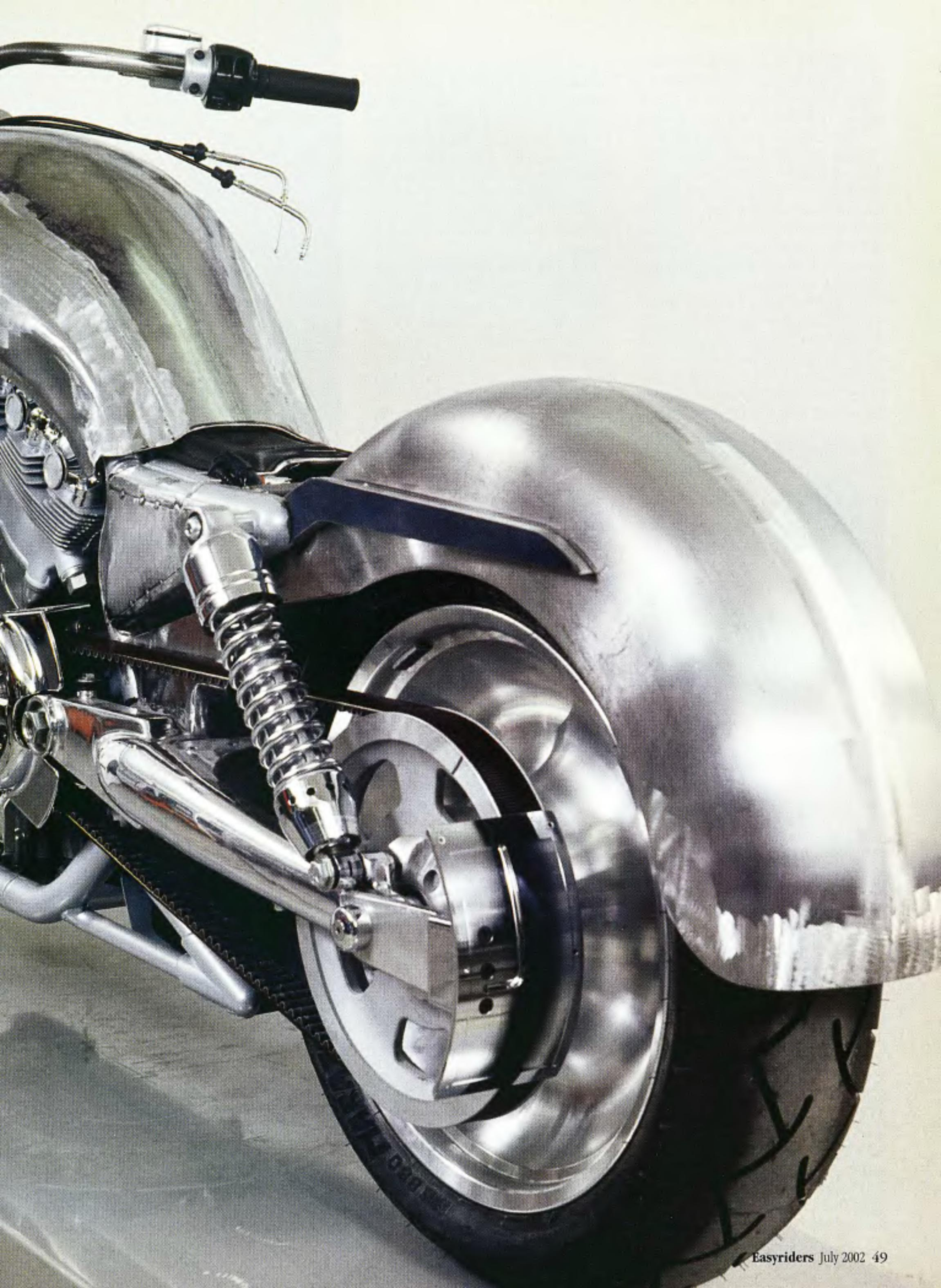
"We can't wait to see what he comes up with next," were the final words of the article in our September '99 issue, in which we introduced you to the world's first custom Twin Cam chopper, built by Bob McKay. No need to wait any more, because once again, Bob wows the custom bike community with another first: the world's first custom V-Rod.

Bob, who owns McKay's Cycle Creations in Shallow Lake, Ontario (where he also moonlights as the owner of McKay's Harley-Davidson dealership), came up with the idea as a by-product of the making of the custom Twin Cam. "That got us into doing the first-of stuff, and because we also have a dealership here, we could get a new V-Rod quickly," he says.

The bike didn't have anyone to claim it when Bob decided to build it, but soon enough, Kenny Price of Samson Exhaust Systems (who incidentally also owns the above mentioned Twin Cam), happened to call Bob one day wondering if Bob could build him what Bob was already planning to build. "Kenny is a pretty good guy to work with," Bob explains, "because he let me do what I thought was the appropriate job to do. He let me choose the style and which direction to take it, and other than having me use a Samson exhaust system and painting the bike blue, he let me run with the rest."

To see what Bob decided to run with, let's take a closer look. The main problem, as far as Bob sees it, was that the V-Rod seems to have somewhat of an identity problem. "Harley had a great thing going with the V-Rod, but the problem I see, by talking to the customers in my dealership, is that they say, 'this is great, but it sure doesn't look like a Harley.' By taking this kind of input from my customers, we figured we won't change the main frame and

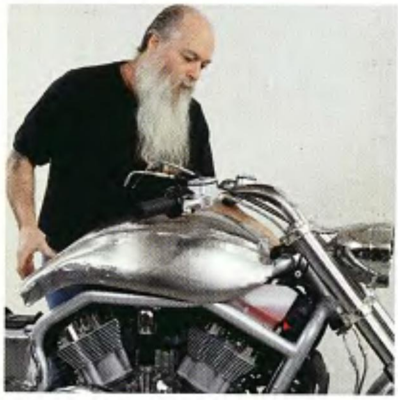




structure of this bike, but we'll add to it to make it look like a custom Harley. If there's such a thing as a generic custom Harley, that's what we were looking for." Sure there is...just go to Daytona.

Using this as a base to build from, Bob and his main wrench, Dan Metzger, got going. "It was quite a challenge, because there are no bolt-on parts out there for this bike at all, and everything has to be manufactured, or, if not manufactured, it has to be bought and massaged to a certain degree."

The one exception (of a total of two) was the ignition system's remapping kit available from Screaming Eagle, "which we are going to put into the brain of the engine when we're done," Bob says. Other than that, the motor was left untouched, mainly because "the motor



is perfect the way it is, and there are no parts available for it. The only mod that's out at this point is the Stage I Remap. This is a motor where you can't even bore the cylinders out, so when the cylinders become worn, you just have to put new ones on. But in the future, Harley will probably be the first company to bring out proper parts, like cam options or a variety of pipes. But at this point, the motor is very high-strung and is not going to be very receptive to modifications."

Because of the frame's "optimal geometry," they didn't rake or stretch it. The only thing they did change was the rear section, where the seat and the fender bolt on. "We had to move that and modify the back part of the frame so that we could attach fender struts and traditional-type fenders to it. Most Harleys have fender struts, the V-Rod doesn't. So we had to make fender struts and find a way to attach them to the original V-Rod frame to give it that traditional Harley look."

The pipes, by the way, are one set of eight that Samson already carries for sale specifically for the V-Rod.

For the fenders, Bob turned to Don at Fat Katz in Las Vegas and gave him the dimensions he needed. "We upped the rear tire size from a 180 to a 200, and we also changed the front tire dimension. Don made steel fender blanks, which don't have a style at all, they just fit the contour of the tires. We mounted them and came up with the radiuses and tried to make them work with the wheels."

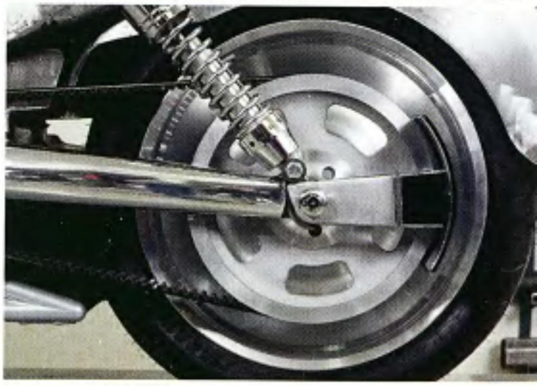
Bob and Dave fabbed their own handlebars. "We didn't want to lose certain things that make the V-Rod a V-Rod, so we mounted Harley's gauge into our handlebars, and we even did a body line that resembles the original gauge housing. So it's a little bit of V-Rod and a little bit of custom."

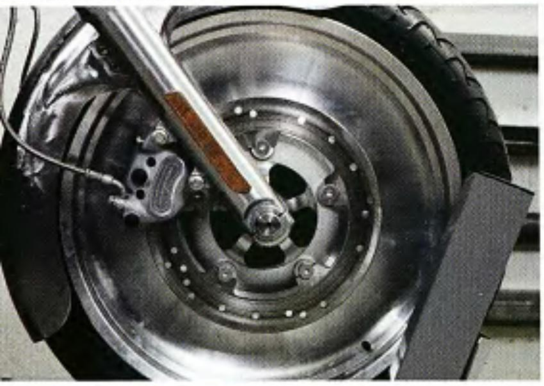
The same goes for the headlight. The original headlight is "very peculiar looking, as far as normal headlights go," according to Bob, "so we went to a top-mounted light with a custom bracket, but we used a Harley-Davidson Deuce headlight with an extended ring on it. It's a somewhat conventional headlight, and we mounted it the same way that Harley mounts their non-conventional headlights."

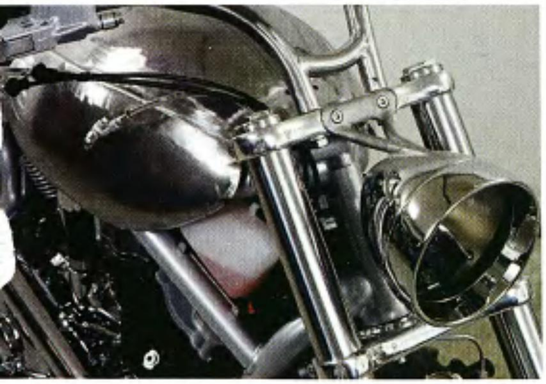
Although both Harley-Davidson and Corbin carry alternate seat options for the V-Rod, a new seat base was made to fit the new configurations of the frame's modified rear section. It's currently at Corbin's where they're making a cover for it.

Not shown in these pictures are the new wheels and brakes with brake rotors from Performance Machine, constituting the second exception of the non-availability of bolt-on parts. "We actually have their first complete wheel and brake system specifically made for the V-Rod on here," Bob says. "They did a prototype run of wheels, pulleys, brake rotors, calipers, and brakes on a V-Rod they have themselves, and as soon as they went into production with the system, we got the first one they made."

The wheel issue, according to Bob, is a specific one, because "you can't just call up a wheel company and order a wheel for this bike. That is to say, you can put anybody's wheel on there, but it wouldn't fit right, because the V-Rod uses a thing called the cush drive where the pulley is isolated with a rubber device, very much the same way the sprockets are mounted to the wheels on Japanese bikes. It's not new technology, but it's the first time it's ever been used on a Harley."







By waiting for PM's setup, Bob ensured that all the right components specific to the V-Rod would be used. "I'm sure there'll be a few companies that'll have V-Rod wheel option in the near future," he adds. "Plus, we learned that a 200-series tire will fit without having to do any frame or swingarm modifications, so anyone with a stock 180 can put a 200 on there and it'll clear".

According to Bob, the toughest part of the job involved the gas tank and the air box housing. "The gas tank is under the seat, and where the gas tank would be, there isn't a gas tank. Instead, it's the air box cover, and it exposes all the top frame rails."

To build a piece that would resemble a gas tank but retain the contours and body lines of the V-Rod's air box, a cover was formed that's larger than the box to cover the frame. And since Bob doesn't like to make things that aren't functional, a gas cap on the air box cover now hides the center mounting bolt for the whole cover.

It also bothered Bob that you could still look at the plastic gas tank from either side of the frame, so "we boxed in the left side of the frame, which now almost resembles an FXR-type side cover, which is actually a paintable part now, and on the right side, which is more visible, we boxed the frame in and then extended a skirt down so it resembles a side or battery cover, gives a good paintable area, and finishes the job of hiding the gas tank, at least to a point."

When the bike gets its molding and its paint, it'll be what Bob calls "a unibody-type frame, which will, to an extent, lose the signature V-Rod tubular frame. Whereas Harley made a point of showing the frame, we are making a point of hiding the frame."

To further hide things, Bob and Co. also fabricated some side panels from sheet metal to go in front of the air box and replace the original, louvered ones made from aluminum. "There's really nothing in there that needs louvered panels for cooling; they're more of a style point," Bob elaborates. "But because we've got a wild paint job planned, we're trying to get a lot of areas that are paintable."

And paintability is something the world-renowned Canadian custom painter Vince Goodeve, winner of last year's *VQ* Award for Painter of the Year, knows better than most. He'll handle the chores of giving this V-Rod its unique exterior. "He does some very deep airbrush work with a candy overlay, but we're not gonna leave to at that. We'll try to combine that kind of paint with graphic design as well, so it'll almost look like a paint job on top of another custom paint job, where you'll be able to still see the original paint job underneath. We want the bike to be highly visible for what the structure is, but we also want the paint job to add to it, so they're working together."

Not only will the sheet metal and swingarm be painted, but the motor as well, continuing the three-dimensional motif that'll be on the rest of the bike, "so it'll basically flow from the frame and tie into the engine," according to Bob, who believes that form and function are equally important on a

Photos: Charles Van Den Ouden

custom bike. "When it's done, you'll be able to jump on this V-Rod and ride it. It's got a properly working suspension, it'll corner and brake properly, and that's what's important to me in terms of a custom bike."

As of now, the bike is expected to be ready for Myrtle Beach in May, where it'll have its public debut. So if you were in Myrtle Beach, by the time you read this, you may have already drooled over it. If not, you'll have another chance in an upcoming issue, because the nice folks that we are, we won't want to keep you from admiring the finished version of the world's first custom V-Rod. Aren't we special.

—Red Baron

Bob McKay can be reached at McKay's Cycle Creations at 519-935-2424.

EDITOR'S NOTE: *While there are other V-Rods with custom paint out there, even a wild European custom by Fred Kodlin that uses a V-Rod motor, this is the first custom VRSCA we've seen that stays true to the VR platform.*

DON'T BE SHIFTLESS

OUR TERRIFIC TRANNY GUIDE

The word transmission comes to us from the old Romans, where *transmittere* meant to "send across" something from one place or person to another. Although those clever Romans had never even heard of a Harley-Davidson (their empire, after all, fell apart some 1,500 years before Harley and the Davidsons started theirs), we, fortunately, have heard of transmissions.

The principle has remained the same over the past thousands of years, and in our case, the principle of sending something across, from one place to another, refers to transferring the power of the motor to the rear wheel for the purpose of forward propulsion of one's self, which is, of course, the ultimate goal when sitting on a Harley.

Unlike frames, sheet metal or most of the other parts of your favorite ride, transmissions do not fill pages upon pages in anyone's catalog. Trannys are currently made by about a handful of manufacturers, and until not too long ago, the only tranny you could get for your Harley was from Harley-Davidson.

But with the onslaught of ever more creative, more powerful, and wilder customs, the need has arisen for more innovative transmissions: Wider rear ends, faster speeds, and right-side drives are the main culprits for this need, and as a result, transmission manufacturers have literally gone into overdrive to satisfy the expanding market.

So, if you are part of the growing bulge of V-twin enthusiasts with a specific need to send across some horses in a nontraditional way, check out what we believe to be the definitive guide to transmissions (and conversion kits) for your sled.

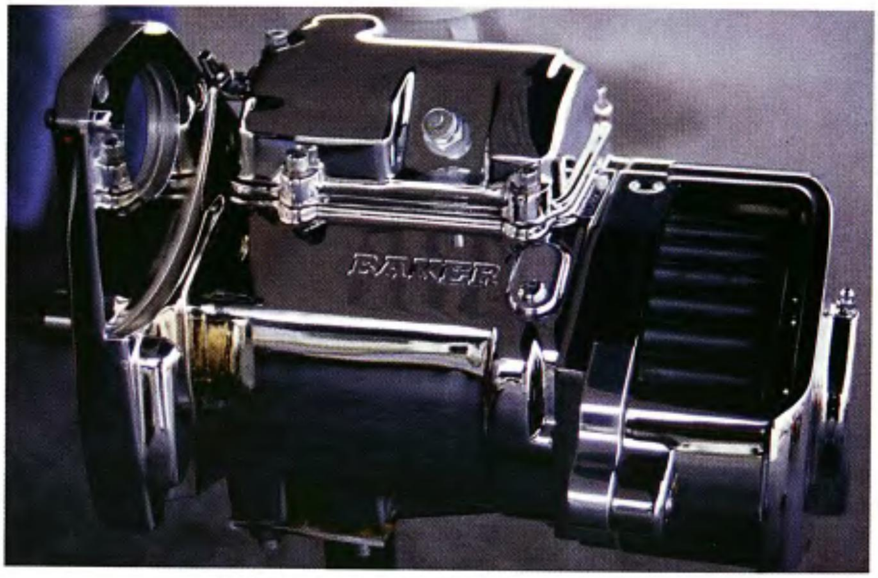
—Red Baron

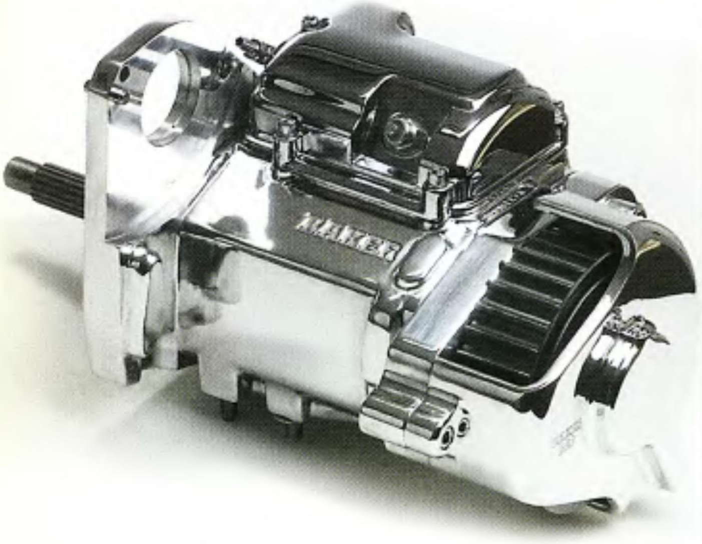
Baker Drivetrain

Burt Baker could be considered the wunderkind of the transmission industry: He breathes, eats, and sleeps transmissions; you can ask him anything about this subject, and he will fill your head with answers until it explodes. At his shop in Haslett, Michigan, Bert and his crew can build you a tran for anything you can dream up. For more info at what Baker Drivetrain has to offer, check out their Web site: www.bakerdrivetrain.com. Or call 'em at 877-640-2004.

Baker 6-Speed Overdrive for Big Twins

Introduced in 1998, Baker's 6-speed transmission was quickly recognized as the 6-speed of choice by custom builders. It features full-width Andrews gears and a roller shift system for smooth precise shifts, and a set of bronze forks that are three times thicker than stock and wear better than their steel counterparts. The Baker 6-speed overdrive for big twins is also available with a no-cost optional deep overdrive (0.80), and optional 3.24, first ratio gear also available as a no-cost option for those who prefer the stock first gear ratio.





Baker Right-Side Drive 6-Speed

The newest kid on the Baker lot, the RSD6 has only been available since early May this year. It incorporates the same design principles as the RSD5 that was introduced in early 2001, meaning the full width gears are produced by Andrews Products to Baker specifications, and a super slick roller detent shift system combined with billet steel forks gives shifts that are smooth and positive. The right side output is located in the exact same place (axially) as on the RSD5.

Full-width gears were maintained by implementing a male-female dogtooth layout versus the male-male dogtooth layout of the RSD5. According to the folks at Baker, a male-female dogtooth layout is much more axially compact than a male-male, which means less wasted space. It's also common in the high performance crotch rockets. Baker first introduced this kind of dogtooth layout in their XL6 Sportster/Buell transmissions back in late 2000.

The super-slick roller detent shift system gives smooth shifts just like the original Baker 6-speed introduced in 1998. Billet steel shift forks, with a cross section three times thicker than stock forks, actuate the gears, which is very important, because it means that any frame that was set up for an RSD5 will work for an RSD6. Externally, they look the same and fit into the frame identically. The shroud covering the pulley on the right side is also available as a hydraulic unit or cable-type. The new ball and ramp cable-type accepts any stock left-side drive gauge-length cable. For the hydraulic unit, an 11/16-inch or larger master cylinder is recommended for proper clutch stroke even under hot conditions.

Biker's Choice

As wholesale distributor, Biker's Choice does not sell directly to the public. However, they have thousands of authorized dealers all over the world, so your chances of finding one near you are pretty good. If you call the Biker's Choice dealer referral number 800-343-9687, they'll be happy to assist you in your search. Or simply check out www.bikerschoice.com.

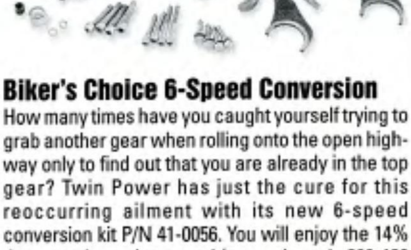
Biker's Choice 6-Speed Conversion

How many times have you caught yourself trying to grab another gear when rolling onto the open highway only to find out that you are already in the top gear? Twin Power has just the cure for this reoccurring ailment with its new 6-speed conversion kit P/N 41-0056. You will enjoy the 14% decrease in engine speed (approximately 300-400 rpm), and love the smooth positive shifts that were designed into this transmission kit.

Features like oversized bearings, strong 1-piece sixth gear shaft, 35-45 Rockwell-rated gear strength, are all offered in one very reliable package. The 6-speed conversion kit is available for '91-present Dynas, and '86-present Softail models whichrequire the use of '90-present clutch.

Spyke Performance

Based in Downey, California, Spyke Inc. is a purveyor of performance products, suspensions, and more (such as transmissions) for V-twin bikes. For more info, call Spyke Inc. at 562-869-9333, or check out their Web site: www.spyke1.com.



Spyke Performance 6-Speed Big Twin Transmission

New for 2002 Spyke brings you unequaled performance, 6-speed transmissions. These transmissions feature precision-ground gears for durability, friction loss and quieter operation than traditional hobbed gears. They also have back-cut ramps and matching dogs for 100% positive engagement of gears.

Gears are close ratio first gear with a 0.86:1 overdrive adding to the life of the engine and improving fuel economy. First through third gears are 0.10 wider than stock due to unique engineering and dog positioning. This unique engineering allows Spyke gears to fit any 5-speed big twin case, thus giving the required strength and dependability for monster motors.

Spyke's new innovative roller detent shifter drum, results in unbelievably smooth and accurate shifting. Available in all popular transmission case configurations in polish, black or satin.

Johnson Engineering

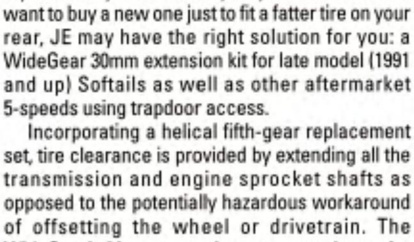
Paul Johnson knows transmissions. Having worked on and helped to develop Victory's trannys for Polaris, Paul took apart and studied Harley's transmissions in depth until they came out of his ears. Paul, who started Johnson Engineering about five years ago to manufacture improved drivetrain parts, doesn't offer complete trans, but he figures that by the time he's improved each and every part of the available V-twin trans, he'll eventually have a complete transmission of his own available for the market. For more info on Paul's transmission parts, or to order something you need, call Paul at 319-984-9298.

Johnson Engineering's Wide Gear Extension System

If you already have a tranny on your bike and don't want to buy a new one just to fit a fatter tire on your rear, JE may have the right solution for you: a WideGear 30mm extension kit for late model (1991 and up) Softails as well as other aftermarket 5-speeds using trapdoor access.

Incorporating a helical fifth-gear replacement set, tire clearance is provided by extending all the transmission and engine sprocket shafts as opposed to the potentially hazardous workaround of offsetting the wheel or drivetrain. The WideGear's 30mm extension means real rear tire fitment of up to 230mm can be achieved without shifting the wheel, engine, or transmission. The result is a huge increase of 100mm of additional tire width when installed with a chain final drive. When a 1.5-inch (stock width) belt drive is used, 60mm is the maximum width increase.

The complete kit contains all necessary parts, including clutch, pushrod, engine and trans spacers, starter coupler, extended compensator sprocket, and nut. Also included are JE's exclusive triple lip oil seal, chamfered trans spacer, and 4-point trapdoor bearing. WideGear is delivered already set up for outboard engine shaft end support bearing (with suitable outer primary). A complete tech bulletin is also available on request.



Johnson Engineering's Twist Gear 5-Speed

Based in Denver, Iowa, Johnson Engineering now offers the revolutionary TwistGear helical fifth gear set for all 5-speeds 1991-up, including the TC 88. Immediate benefits include an overall lower (10% percent reduction) ratio in first through fourth, quicker shifting, longer transmission life, and a quieter transmission. Install higher pulley ratios and further reduce engine rpm without losing street acceleration and performance.

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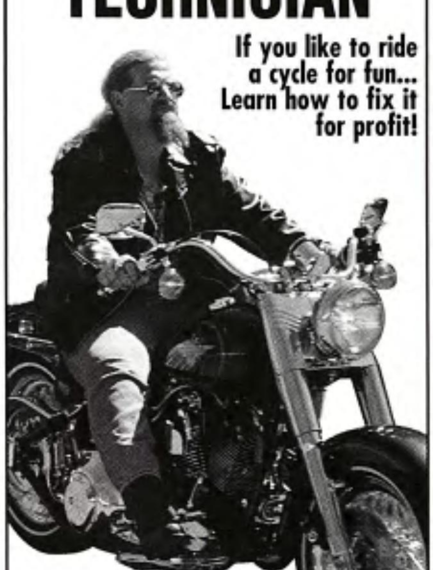

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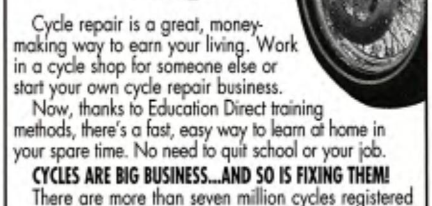

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MID-USA

One of the largest distributors of motorcycle parts and accessories, MID-USA, also features its own lines of products with parts specially built by reputable manufacturers to MID-USA's specs and assembled by the knowledgeable folks at MID-USA. Hardbody is one such line, Powerhouse is the other, and it's Powerhouse that features MID-USA's transmissions. For more info or to order their incredibly voluminous catalog, call MID-USA at 800-632-0024 or check out their Web site at www.mid-usa.com.

MID-USA Power House Complete 5-Speed Transmission

After extensive on-bike, high-mileage testing, MID-USA now offers this complete 5-speed softail-style transmission. It features a chrome plated top cover, side cover, shifter rod lever and speedometer sensor block off plate. It also includes a steel 32-tooth pulley, allen head cover hardware and all the required mounting studs and alignment pins installed. All gear ratios are the same as OE. Simply add oil and install your clutch cable. Each transmission includes a MSO and a Manufacturer's six-month Limited Warranty.

MID-USA 6-Speed Transmission Assembly

If you have ever been cruising along on the highway and tried to upshift into top gear just to find out your transmission is already in fifth gear, then that is all the proof required that you need a 6-speed transmission. Not only will this complete transmission assembly reduce vibration at highway speed, it will also improve fuel mileage.

At 75 mph, the 0.86:1 overdrive ratio will produce a 475 rpm reduction when shifting from fifth gear. A 2.94:1 close ratio first gear will add approximately 5 mph of useable first gear. The second, third and fourth gear ratios remain the same as OE . Fits Softail models 1990-1999.

JIMS USA

Engine products like stroker kits and pistons, transmission products, and special tools is what JIMS is known for. These days, they also manufacture entire transmissions, and with the company's reputation for first-class quality and craftsmanship, you can bet that their trannies are also top of the line. For more information on fit for any particular application call JIMS at their headquarters in Camarillo, California, at 805-482-6913, or log on to www.jimsusa.com.

JIMS Twin Cam Transmission

JIMS now offers complete transmissions for use on Harley-Davidson Twin Cam Motorcycles and aftermarket Twin Cam frames. You can now get JIMS full-sized forged gears pre-assembled in a brand new H-D stock case ready to bolt on to your custom or stock Twin Cam engine. These transmissions are available in 5- or 6-speed configurations with pro-cut or clean-cut gears as well as your choice of either black wrinkle or plain aluminum case finishes. All JIMS transmissions are 100% American made and come with a one-year unlimited mileage manufacture warranty.

JIMS 6-Speed in a 4-Speed Frame

Now, your panhead or shovelhead can have all the finer points of a 6-speed transmission with smooth shifting, smooth, quiet running and more horsepower from much lower friction drag. This transmission will also allow you to control your gear ratio for your style of riding. This way you can have lower low and a higher high. To fit the oversized gear cluster for the coveted 6-speed, each transmission case has been customized with special cuts.

All gears are standard width for performance and strength, with first gear being close ratio 2:94, and the last four being the same ratio as a stock 5-speed. Sixth gear goes to 0.86:01 overdrive, giving you a 500-rpm reduction at 75 mph.

JIMS' complete transmissions for 4-speed frames fit 1936-65 panhead custom application with belt drive only, 1966-69 shovelhead custom application with belt drive only, 1970-84 shovelhead and early Evo Softails with dry clutch. Available in either polished or plain case finishes.

TP Engineering

As "Powertrain Builder of the Year," TP Engineering is one of the premier manufacturers of aftermarket parts for your V-twin. Based in Bethel, Connecticut, the company has expanded from building driveline parts to entire engines and, now, a complete transmission, which is available in 5- or 6-speed configuration. More info can be had via phone at 203-744-4960 or on the Web: www.tpeng.com.

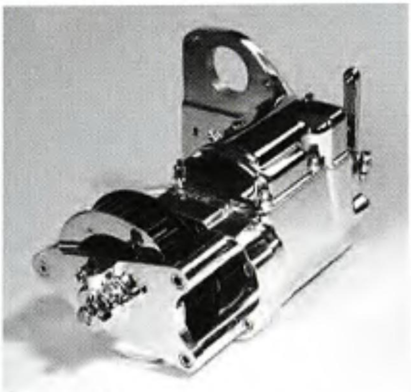
TP Engineering 5-Speed Transmission

The TP Pro-Series 356-T6 aircraft-grade aluminum FXST and FXR-style trans cases are precision machined on CNC mills for consistency with extra material added in high stress areas. All transmission cases are available with access hole for electronic speedometer sensor and feature complete Andrews close ratio gear sets (2.94:1), machined lead-in ramps for quick and positive shifting plus reduced wear on drive dogs and slots, and a 2.94:1 first gear set for close ratio first-to-second shifting and about 5 mph more first gear speed.

The uniquely designed chrome billet transmission end cover with center fill and level site is made from 6061-T6, while the TP Pro-Series chrome-plated trap door is made from 6061-T6 aluminum with high-speed steel saged bearings and clips—three times stronger than stock. The precision bearing placement eliminates gear deflection for smoother shifting and much quieter running. And all assemblies and components are interchangeable.

Sputhe Engineering

During the past 30 years of existence, Sputhe Engineering has made a name for itself with all kinds of quality, American-made parts that are motorcycle related, from engine parts and whole engines to tools and trannys. All of their product development and prototype testing is done in-house, and since they don't have to rely upon outside vendors, they're are able to exercise greater control over the quality and production scheduling of their products than their competitors. For more info on all of their products, check with Sputhe Engineering: 530-268-0887 or www.sputhe.com.



Sputhe RSD Tranny

Available now, Sputhe's new right-side drive trans is a 5-speed in a softail-type case designed to be used with a 230/240/250 tire without offsetting the engine or primary drive. In fact, this tranny is narrower than a stock Harley tranny: On the left side, it comes out 7 inches (compared to Harley's 11.5 inches) from the centerline. On the right side it's all of 7.5 inches, and that's with a belt final drive. Sputhe's RSD transmission uses stock Harley gears, crankshaft, and bearings to ensure a long life and, maybe more importantly, for easy rebuild potential. It also contains all the usual Sputhe features: polished Sputhe case, electronic speedo drive, PosiShift, hydraulic clutch release and the best warranty in the industry. All components are 100% American-made.

Sputhe 5-speed for a 4-Speed Frame

The Sputhe 5-speed has better gear ratios and it is stronger than a 4-speed. It shifts faster and smoother and cuts 1/2 second off the quarter-mile time. Every gear turns on needle bearings; even the shift drum turns on needle bearings. Materials are better and tolerances are much tighter than in the 4-speed. The ratios allow you much more freedom to tailor your bike to your particular riding style. It also makes your bike more versatile. You can have a higher high and a lower low all at the same time.

Sputhe trannys allow V-twin 5-speed trannys to be adapted to 1970 and up Harley-Davidson big twins with non-rubber mount 4-speed frames. They clear all stock exhaust pipes, oil tanks, battery boxes, brake linkages, etc. This is the one piece of speed equipment that will increase acceleration, improve fuel mileage, increase engine life, make for more pleasant riding in traffic and more comfortable highway cruising all at the same time and if replacement parts are ever needed, they are readily available at your Harley dealer.

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HOG SKINS' HYBRID HAULER

Just The Basics II

Denny Fasig has a proven formula for getting the job done right every time. Sticking with the basics, just the basics, is exactly what it takes. A self-proclaimed scooter tramp, he was building choppers 10 years ago when nobody wanted anything to do with them. Denny's been riding the same shit for the last 20 years. His first custom bike was built around a panhead, and he can still be seen riding a knuck and wearing a "cat that ate the canary" grin. Denny has been all about choppers from the very beginning. The "new outlaw" look is what everyone seems to want a piece of, but after all of the RUBs trade in their air-cooled iron for a water sloshin' V-Rod, Denny will still be building and riding the same retro hardcore stuff he's been fucking around with for the last two decades.

Halfway between Harrisburg and Philly, off of Route 183, you'll find the best-kept secret in Leesport, Pennsylvania. Hog Skins Customs is the birthplace of a few choice sleds, including Just The Basics II. Located at 1196 Upper Van Reed Road, Denny builds basically what the rider wants and completes around three ground up custom projects per year, with more coming. Denny tells us that most people seem to be into the stretched look, but the Easter-egg paint job is dead. Hog Skins specializes in sheet-metal creations, and does full-blown custom projects. The tattooed seat is another of Hog Skins' in-house surprises. Denny has discovered that the secret of getting the tattoo to take is to use a very special type of skin that is tanned according to the exact specs of the crew at Joe Johns Tattoo Shop. It's a lot more difficult than you might think. After the ink is put down, Denny gets it stitched in nearby Redding, by Billy the Kid. As you can see, there's way more to Just The Basics II than a sweet seat.

At the heart of JTB II is a RevTech 100-cubic-inch mill that breathes in through twin downdraft Weber carbs. This setup has independent intake runners and sequential throttle linkage. That might sound a bit high-tech, and it is, but when the second carb kicks in at around 75 mph, you know that it works. Imagine running up on Denny and JTB II. The sound of those long Samson pipes pounding out that V-twin rumble, then Denny grabs a handful of hang-on and as that second Weber kicks in—Bro, that's a stone rush!

There's plenty to see when JTB II is sitting still. Check out the upstretch on that Sundance frame. Denny likes the frame geometry deraked 30 degrees. It has to do with his riding style, and the soft rear suspension is a clue that this is a hybrid (instead of a hardtail) chopper. Look at the Paughco springer front end. Maybe this is the first springer you've seen that has fork sliders, but the extra-smooth ride is one of the many joys of a hybrid.

Since this is JTB II, we know there was a JTB I. Denny built the original JTB and liked it so well that he just had to make a sequel. This bike handles really nice, and Denny told us that having already done the first one made this one a cinch to put together. The major difference between them is that his second proper chopper is a bit more of a hybrid, and a real tire shredder to boot. You can find Hog Skins on the Internet at www. hogskinscustoms.com.

—Cheese Dude

Easyriders

HOT ROD TATTOOING

passin' gas

One day, a biker stranded on a desert island sees a speck on the horizon. He thinks to himself, "It's not a ship…" The speck gets even closer and he thinks, "It's not a raft, either…"

Then, out of the surf comes this gorgeous blonde, wearing a wet suit and scuba gear.

She comes up to the guy and she says, "How long has it been since you've had a cigarette?"

"Ten years!" he says.

She reaches over, unzips a waterproof pocket on her left sleeve and pulls out a pack of fresh cigarettes.

He takes one, lights it, takes a long drag and says, "Man, oh man, is that good!"

Then she asks, "How long has it been since you've had a drink of whiskey?"

He replies, "Ten years!"

She reaches over, unzips another waterproof pocket, pulls out a flask and gives it to him.

He takes a long swig and says, "Hot damn, that's fantastic!"

Then she starts unzipping the long zipper that runs down the front of her wet suit and she says to him, "And how long has it been since you've had some REAL fun?"

And the bro replies, "My God! Don't tell me you've got a Harley in there!"

Wilburn Roach
The Knolls, Calif.

Just as John, a somewhat boring accountant, and his wife were getting' it on one night, their inquisitive son burst into the room and asks, "What are you doing to mommy?"

John explains, "You know how you've always wanted a baby brother? Well, I'm putting him inside your mommy and in 9 months he'll join our family."

The rugrat said thanks and scurried off to bed.

The next day when John came home from work he found his son sitting on the front porch crying.

"What's the matter, son?" he inquired.

"You know the baby brother you promised me. Well, the biker from next door came by and ate him this morning."

Jennie-Lee Harnois
Woon, R.I.

This guy gets on an elevator and finds himself alone with a cute young secretary. After a few floors he nervously asks her, "Can I smell your panties?"

She immediately gives him a ration of shit for the question and for being such a twisted pervert.

As the elevator reaches his floor and the door opens, he turns and simply says, "Then it must be your shoes."

Keith Damm
Janesville, Calif.

Pappy sees his son Elmer walkin' along with a lantern and asks, "Where ya goin', boy?"

The son smiles widely and replies, "I'm a-goin' courtin' Peggy Sue."

Pappy says, "When I went a-courtin' yer Ma, I didn't need no dang lantern."

"Sure, Pa, I know," the boy says. "And look whatcha got!"

James Overly
Greensburg, Pa.

A nervous young bride became irritated on her wedding night by her new ol' man's lusty advances on their first night together and reprimanded him severely saying, "I demand proper manners in bed, as well as at the dinner table, you know."

Amused by his new bride's formality, the bro smoothed his rumpled hair, straightened his pajamas and climbed quietly between the sheets.

"Is that better?" he asked, with a hint of a smile.

"Why, yes," replied the chick, "much better."

"That's good darling," the ol' man whispered.

"Now, would you please be so kind as to pass the pussy…"

Gary Littrell
Hell, Calif.

A man fell asleep on the beach under the noonday sun and suffered a severe sunburn to his legs. He was taken to the hospital. His skin had turned a bright red and was very painful and had started to blister. Anything that touched his legs caused severe agony.

The doctor prescribed continued intravenous feedings of water, electrolytes, a mild sedative and Viagra.

Rather astounded, the nurse inquired, "What good will Viagra do him in that condition?"

The doctor replied, "It'll keep the sheet off of his legs."

J.R.
Aliso Viejo, Calif.

Steve and his girlfriend are tooling along on his Harley when they passed a billboard showing a bikini-clad beauty holding a can of beer.

Steve's girlfriend glanced up at it and announced disdainfully, "I suppose you think if I drank a six-pack of that brand, I'd look like her."

"No," Steve corrected, "If *I* drank a six-pack, *you'd* look like her."

Da Rock
W. Palm Beach, Fla.

Big John comes home from work one day and out of the blue gives his ol' lady a dozen roses.

The next day, Big John's ol' lady is out in the yard, hangin' laundry and chattin' with her girlfriend from next door.

"Yesterday," she says, "the ol' man actually gave me a dozen roses. But now I bet he's gonna want me on my back with my knees behind my ears for the next week."

"Why?" inquired her friend. "Don't you have a vase?"

G. Lowery
Graybar, Calif.

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Denny Fasig
City: Leesport, Pennsylvania

General
Fabrication:..........Hog Skins Customs
Year/make: ....2001 Chopper
Model: ......Just the Basics II
Assembly: ....Denny Fasig
Time: ....3 months
Chroming: ......S & H Plating

Engine
Year: ....2001 RevTech
Rebuilder: ....none
Displacement: ......100 cubic inches
Cam: ....Crane
Carbs: ....twin downdraft Weber
Pipes: ....Samson

Transmission
Year/make: ....2001 RevTech 6-speed

Painting
Molding: ....Denny Fasig
Painter: ....Denny Fasig
Color: ....Burple
Type: ....House of Kolor
Special paint: ....organic green flames

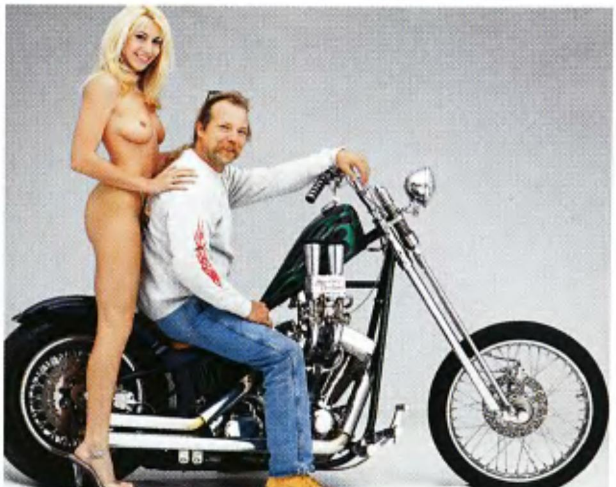
Frame
Year/make: ..2000 Sundance
Type: ....softail-style
Rake: ....deraked 30 degrees
Stretch: ....10 inches
Shocks: Works Performance

Accessories
Handlebars: ....Buckhorn
Risers: ....4 inch
Handlebar controls:.............. Performance Machine
Fenders: ....Hog Skins
Headlight: ....Halogen
Taillight: ....Rick Doss
Pegs: ......Belt Drives Limited
Foot controls: ....Belt Drives Limited
Gas tank: ....Hog Skins
Oil tank: ....Hog Skins
Seat: ....Billy the Kid, Joe Johns
Mirrors: ....dental
Grips: ....Arlen Ness

Front end
Type: ......springer, 10 inches over
Builder: ....Paughco

Wheels
Make: American Wire Wheel
Size: ....21-inch front/ 16 x 6-inch rear
Tires: ....Avon
Brakes: ....Performance Machine

Photos: ....Joe Dell



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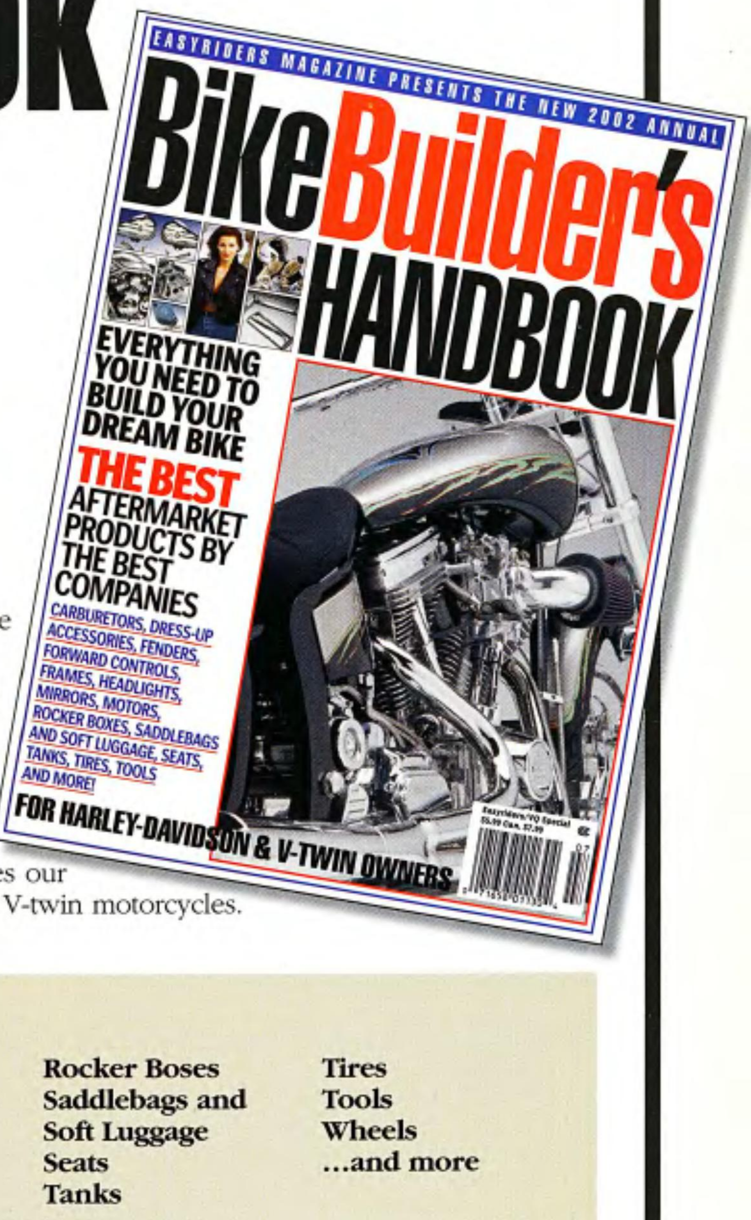

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RUSS WERNIMONT DESIGNS

FENDERMANIA

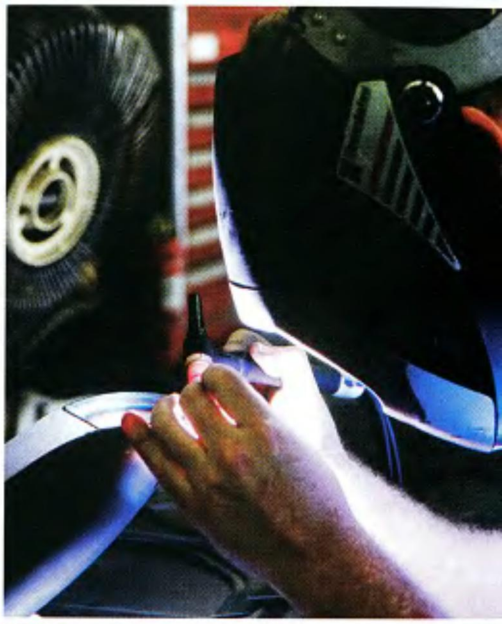
Who makes the fenders? Russ Wernimont does. Whether it's a Bourget, one of the many bikes built on the Daytec chassis, like Titan and Big Dog, or from the Arlen Ness or Drag Specialties parts catalogs, the wizard behind the metal bender is Russ Wernimont. Yet outside of the industry, few have heard of him.

Russ came from the world of racecar design. He designed Robby Gorden's Toyota racecar, and worked for Ford Racing doing design and fabrication. He also did a lot of land-speed record stuff, which is where he met Don Vesco, who asked Russ to create the suspension for his turbine powered Bonneville machine. That led to an order for a custom body for a Top Fuel drag bike. Next thing he knew, Russ was asked to design a motorcycle fender, which was well received and led to a substantial order. The rest, as they say, is history.

Wernimont states that his mission is to make quality parts that are second to none. This comes from his race background. He says that you don't send a racecar down the track with a part that is just "good enough." This philosophy carries down to his motorcycle parts. For Russ quality is everything, and he would rather trash a part before selling a bad one.

Wernimont creates custom fenders for nearly every application, from stock replacement to beyond the wildest imaginings. He specializes in short run production items, for builders who will not be making thousands of cookie-cutter bikes. All told he produces nearly 200 different styles out of his 8,000-square-foot Murieta, California, location. He estimates that in the nine years they have been in business they've produced some 140,000 fenders. That's a ton of tin!

Some designs are sculpted from spun steel, the two halves welded together, then beautifully ground down until the seam is completely invisible. Others are

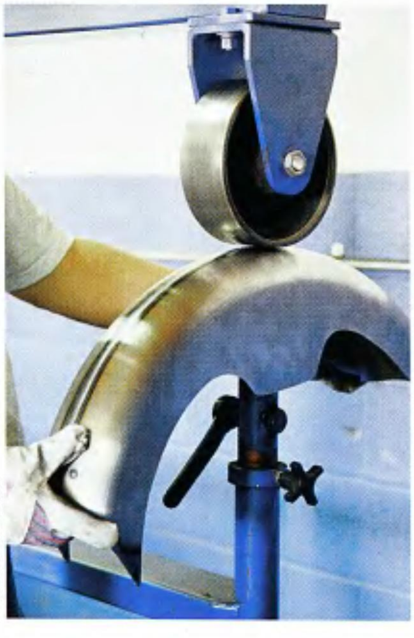


formed of stamped steel, hand-trimmed to perfection. They are crafted from 14- to 18-gauge steel depending on the application. Russ makes use of an English wheel to fine tune the curves, as well as his antique PullMax, a metal-forming tool much like a Yoder, used to create fine rolled edges and details.

All Wernimont Designs fenders are TIG welded to minimize heat distortion and the end results are fenders that are as smooth as glass. They're also uncommonly strong, due to sound engineering techniques, such as reinforcing all critical areas subject to stress.

Russ says he doesn't care to be the biggest, he would never trade high-volume for quality. And quality is what Wernimont Designs is all about.

—Kit Maira



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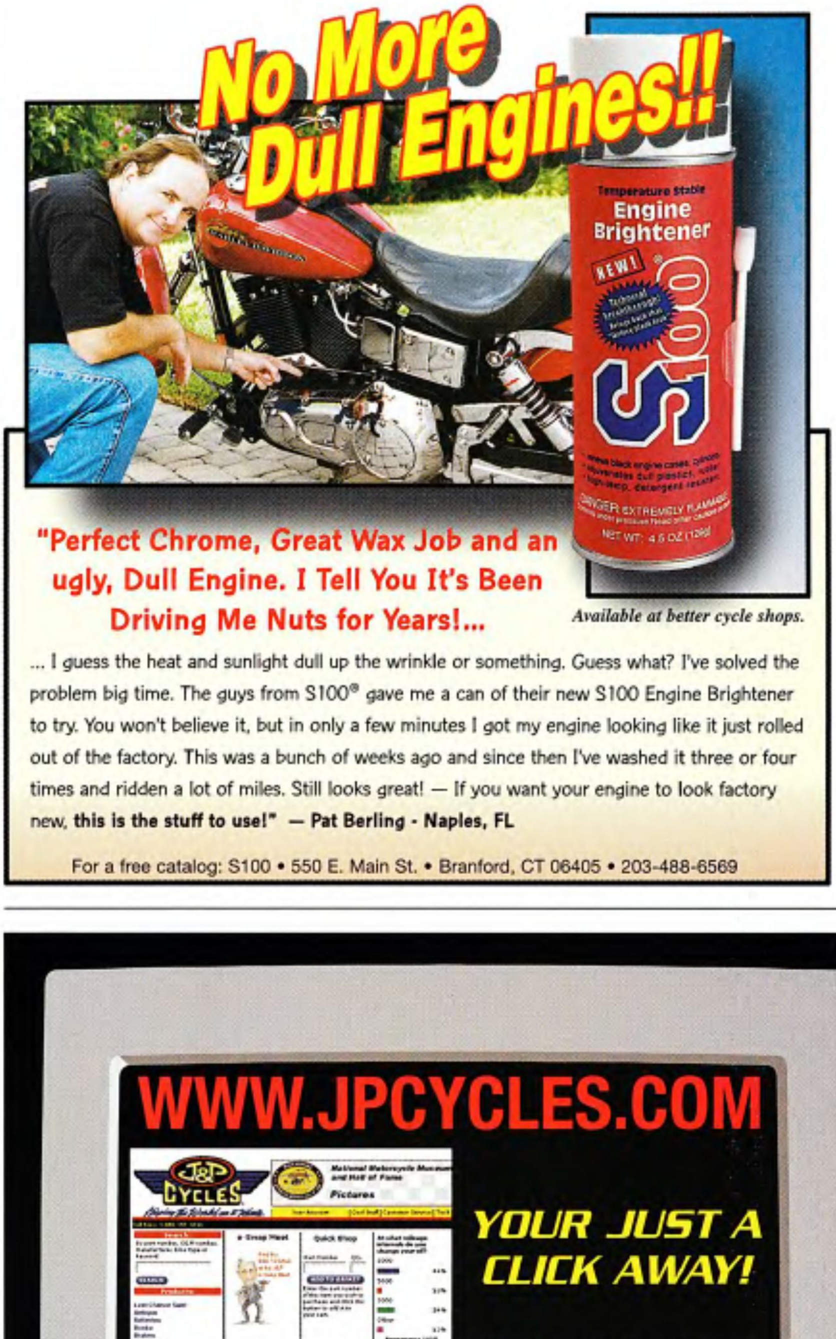

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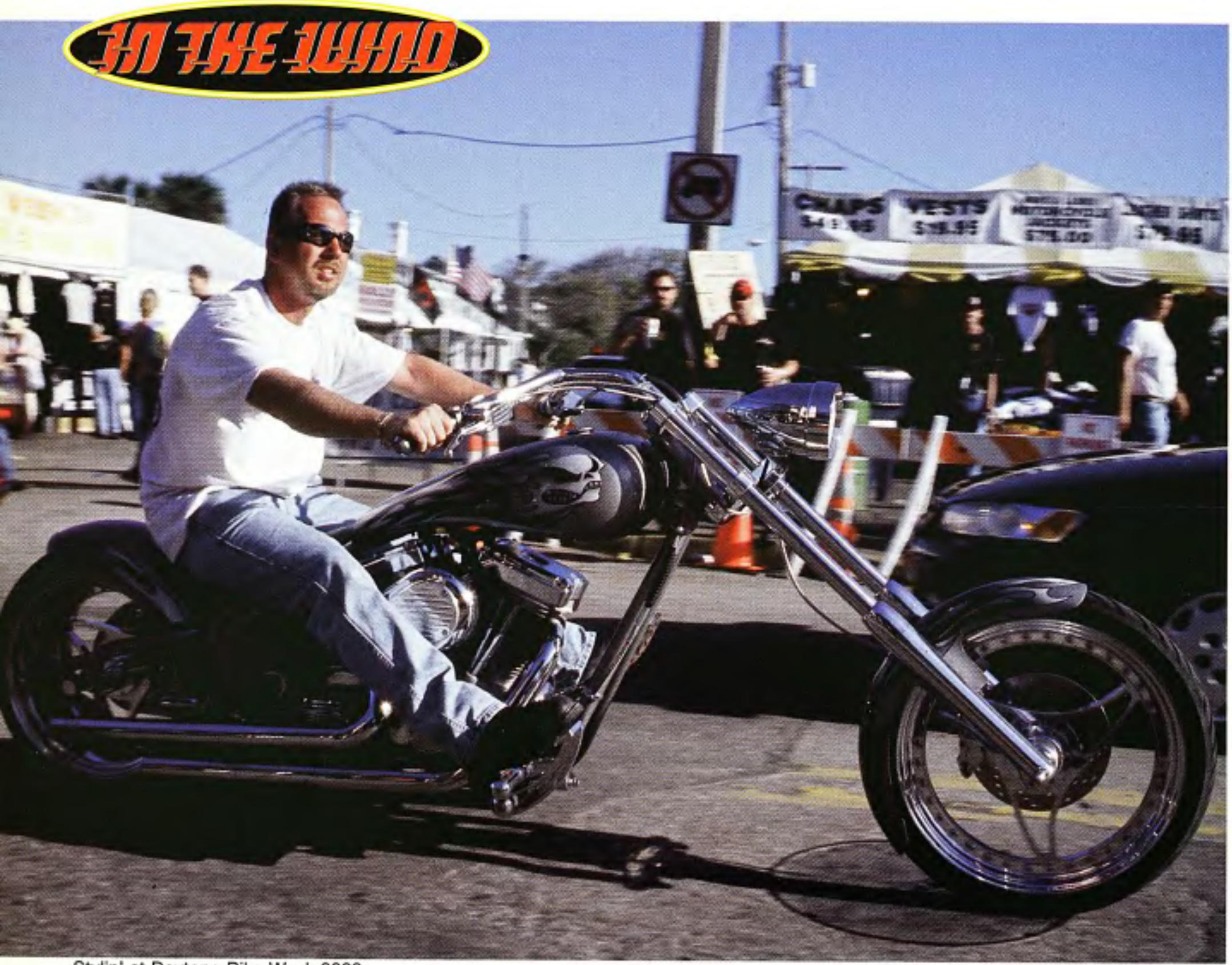
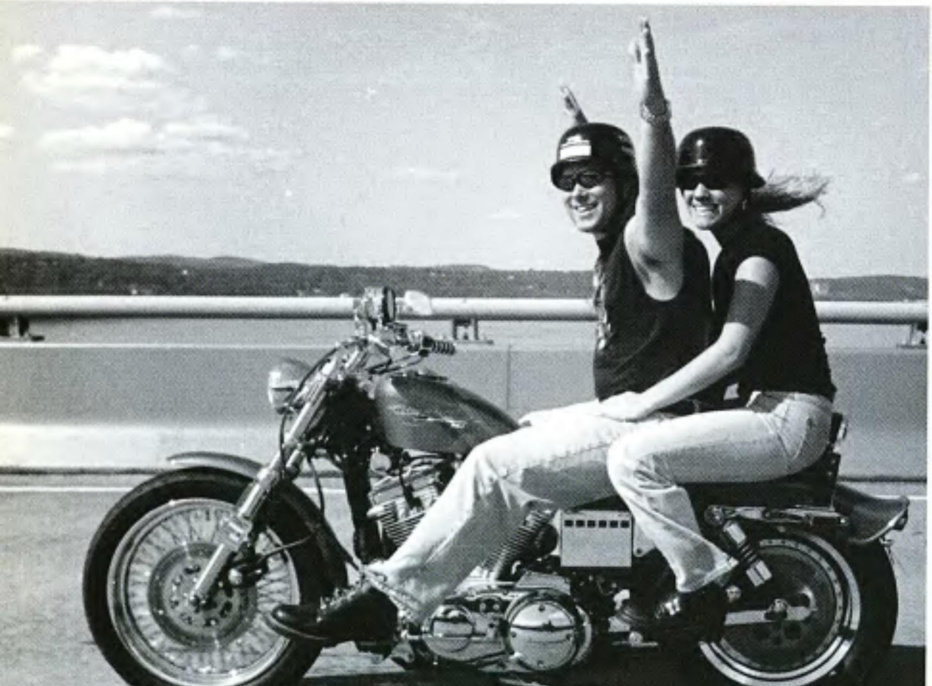


Stylin' at Daytona Bike Week 2002. —*Nate Ullrich, Clinton, Iowa*



Flyin' free in the Finger Lakes. —*Blue Bike Mike, Newburgh, N.Y.*

Amen. —*Richard Dunn, ABATE of Georgia*

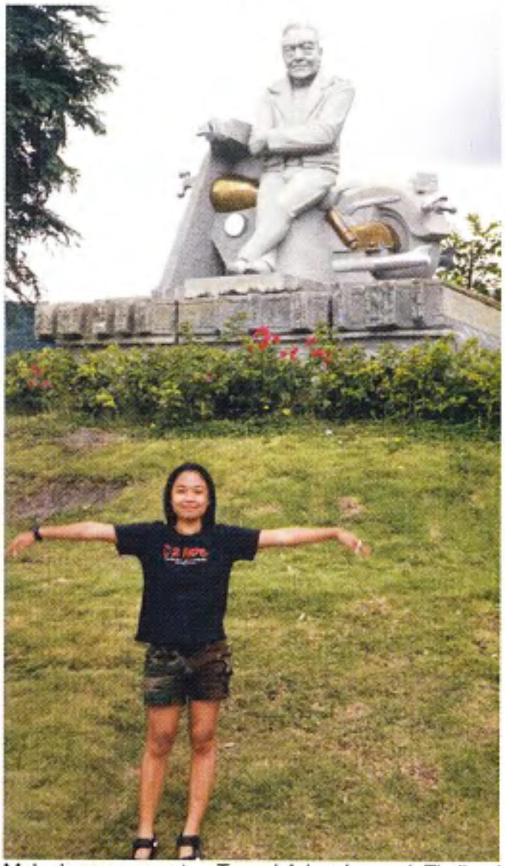
Jaws and Sully are there to help. *—Meatball, Rhinelander, Wis.*

Dallas Cowboys cheerleader on the loose? *—Lazy D., Floyds Knobs, Ind.*

Got milk? *—Olli Schwentüchowski, Dortmünd, Germany*

Bikers make the best friends. Procession of 70 bikers rode in honor of the late Jimmer, 9-30-01. R.I.P. *—Darlene Covell, Menasha, Wis.*

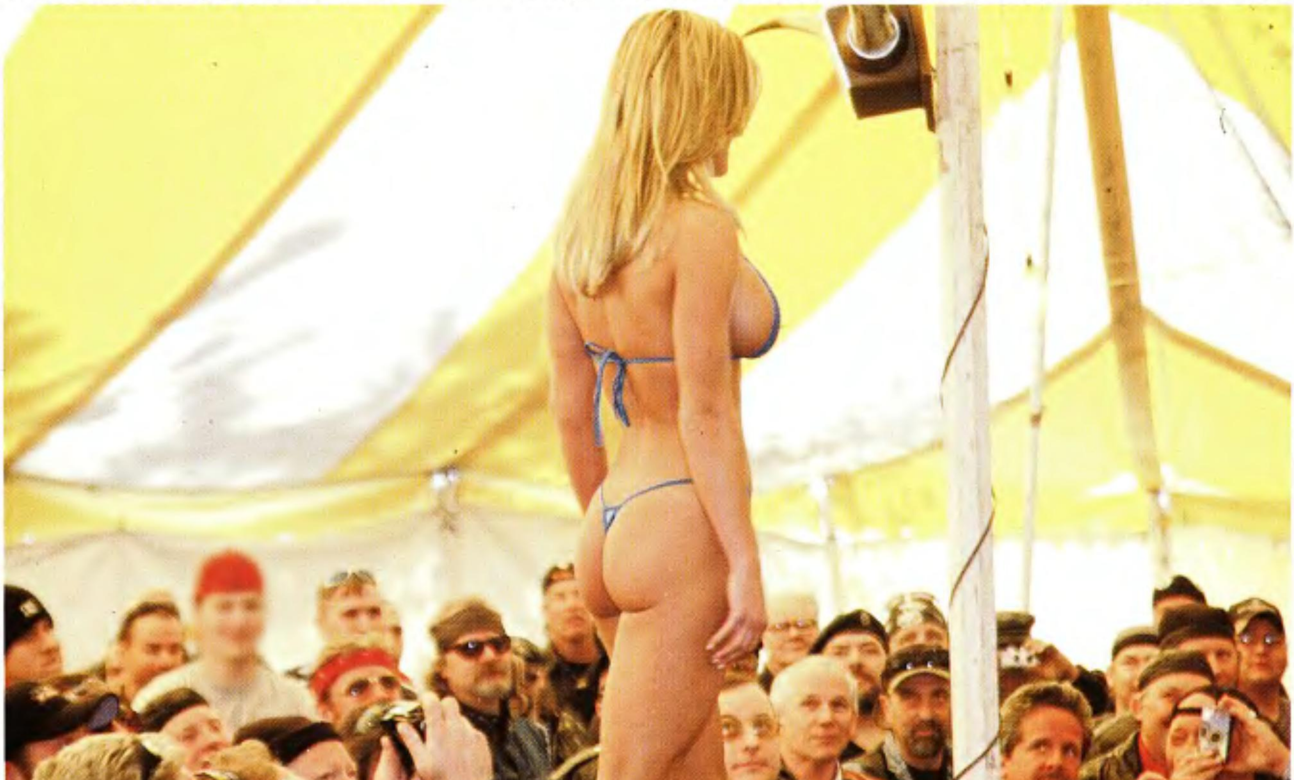
Pierced pups. —*T.W. Banks, ABATE of Georgia, Dist. 5, Jammin' July, Lithonia, Ga.*



Malcolm monument. —*Ta and Adam Lempel, Thailand*

Honeymoon wind in yer eye, Dover, Ohio, June 2001. —*Gary and Billie Greenhill, Greenup, Ky.*

On a hot summer's day, Brenda in the north branch of the Becaguimac Stream. Life is good! —*James Farnham, Wakefield, New Brunswick*



USDA prime on display at Thunder Gulch Campground, Daytona Bike Week 2002. —*Nate Ullrich, Clinton, Iowa*

Attack of Smitty, the Cycle Clown! —*Scott Smither, Newburgh, Ind.*

—*Katmandu, Port St. Lucie, Fla.*

What the....—*Mr. C, MMA Fall Round-up, Templeton, Mass.*

Class weddin' dress. —*Rob and Becky Conley, Forest, Ohio*

Four bros on a mission (and a jar of ashes). Indian Pete, Billy Bob, Petey Dowling (in jar), Sailor Bill, Buck. *—Indian Pete, Everett, Mass.*

Hangin' at Caesar's Cabin, Kamas, Utah. *—Dave Dickhut, Salt Lake City, Utah*

Money honey. *—Biker Jo, Harrisburg, N.C.*

The Four Horsemen of Burnouts. *—Jason McRae, Cortland, N.Y.*

Six-pack at Trike Shari's 5-year party. *—Foto Frank, Winter Park, Fla.*

Bird is the word. *—Darcie Dunn, Phoenix, Ariz. Photo: Butch Lassiter*

Where's that finger been? *—Kurt Messner, Sturgis 2001*

Clothes gotta go at Boozy Creek. *—Shelia Brannon, Kingsport, Tenn.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photography. Please include your mailing address with your digital submission.

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HARLEY - DAVIDSON

You could say 1964 was the best of times and the worst of times. The original incarnation of the fantastic FLT seen here bears that birth date. But it was also the year we learned Tonkin was not a toy, but some body of water in Southeast Asia, and as good as any excuse to go to war. On the radio, we were listening to Diana Ross and the Supremes plus a new kinda music created by some British insect group. The Beatles "I Want to Hold Your Hand" wafted across the airwaves as the mopheads took the U.S. by storm.

All That Glitters

THE 1964 FLT THAT CRUZER BUILT

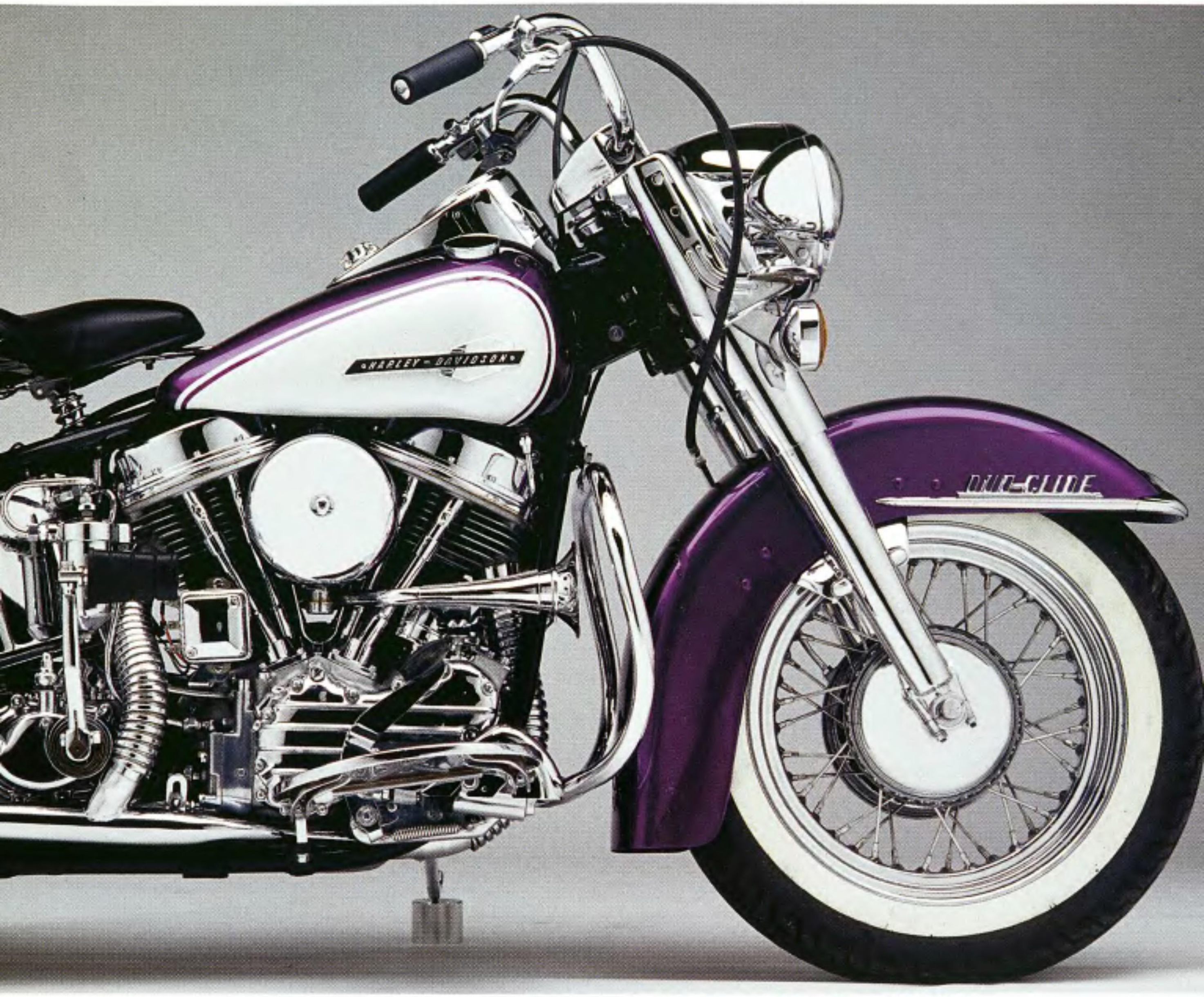
Also topping the charts during '64 was the first Ford Mustang, which we drove to the drive-in theater to see *The Pink Panther* with Peter Sellers. Meanwhile, in Utah at the Bonneville Salt Flats, Craig Breedlove became the first man to pass the 500-mph barrier on land, and maybe more than one speed freak rode his FLT panhead out to the Salt Flats to watch the record-breaking event.

Further tracing the FL's lineage, the first of the venerable King of the Highways appeared in 1941; the last shipped out of Milwaukee in 1980. The panhead motor, which started its career in a hardtail frame, moved into the Hydra Glide stage, then into the Duo-Glide in 1958. The last of the noble pans was produced in 1965, at which point it was replaced by the shovelhead engine. But for some, "panheads are forever," and nothing can replace them. Such was the case with this restored example hailing from Tennessee.

You might notice that this FLT in particular has a special gleam in its eye, so to speak, as in extra special show chroming and powder-coating. That should come as no surprise as the bike is owned by S&H Plating located near Nashville in Madison, Tennessee. The bike was built for the owner of S&H, Sam Robinson, by Mike "Cruzer" Cruze, the company's rep and a talented bike builder. And since they were adding extra brightwork, master painter Andy Anderson (previously profiled in issue No. 6 of our sister publication *V-Twin*) thought that rather than matching a factory color that they go for something more contemporary, specifically a House of Kolor Pavo purple pearl with a candy violet over the top. Obviously, that was the right choice, the winning combo produces a serious visual impact.

Having won numerous trophies at various bike shows, the '64 FLT also serves to proclaim the top-quality chroming and powder-coating services offered by S&H Chrome Plating. For all that glitters and glows, you can reach S&H at 615-865-0100, and you can hook up with Andy Anderson at 615-255-4807.

—Paul Garson



Owner: ....S&H Chrome
City: ....Madison, Indiana

General

Fabrication: ....Cruzer
Year/make: ..1964 Harley-Davidson
Model: ....FLT
Assembly: ....Cruzer
Time: ....What is time really?

Engine

Model:......................1964 panhead (rebuilt by Saucer Head)
Displacement: ......74 cubic inches
Cam: ....Harley-Davidson
Carb: ....Linkert
Pipes:..................Paughco mufflers

Transmission

Year/make: ..1964 Harley-Davidson

Painting

Painter: ....Andy Anderson
Color/Type: ....House of Kolor Pavo purple
Special paint: ....candy violet

Frame

Year/make: ..1984 Harley-Davidson
Builder: ....Harley-Davidson
Type:..............................FLT stock
Rake:....................................stock
Shocks: ....Harley-Davidson

Accessories

Bars: .... factory
Risers: ....stock
Handlebar controls: ....original
Fenders: ....Harley-Davidson
Headlight: ....factory
Taillight: ....Harley-Davidson
Speedo:................Harley-Davidson
Pegs:....................................factory
Foot controls: ......Harley-Davidson
Gas tank: ....Fatbobs
Oil tank:................Harley-Davidson
Seat: ....reupholstered original
Grips: ....factory

Wheels

Make: ....Harley-Davidson
Size: 16
Tires:...................................Dunlop
Brakes: ......Harley-Davidson drum
Photos: ....Michael Lichter

FoxHunt

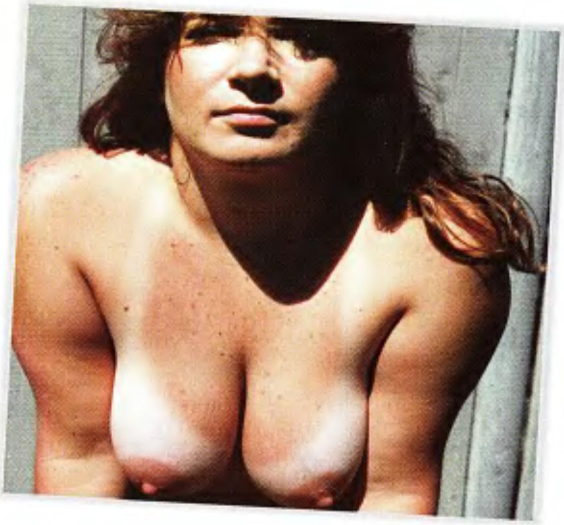
Meet February's Winner

OK, enough already. I know it's a little confusing to some of you. Yes, when your February winner, Carmen, entered the contest she was from North Carolina. Yes, when we announced the winner we said from New York. Although we didn't feel the need to explain, obviously we do. She moved. There, ya happy? We didn't know it meant that much to many of you. There wasn't a change in girls, no monkey business with the contest, just a simple location change. Anyway, back to more important things. Seein' as how she was getting used to the jet setting lifestyle, we spared no expense in flying her to Chicago to team up with our *femme fatale* photog, Pam Proctor, and Big Lou Mazzone's chopper, the results of which may be perused on Page 98. Keep yer eyes wide open, as Carmen promises to take quite a bite outta the Big Apple. *—Hugh G. Rection*

Cassy–Ohio

#701

"It seemed a little scary, but I couldn't wait to hop on and take off on that beautiful machine. I've been hooked ever since."



Carol–Rhode Island

#702

"When I was 18 I spent a lot of time with my uncle's friends who all offered me rides. It didn't take me long to figure out why. I really loved those rides."

Dolli—New York

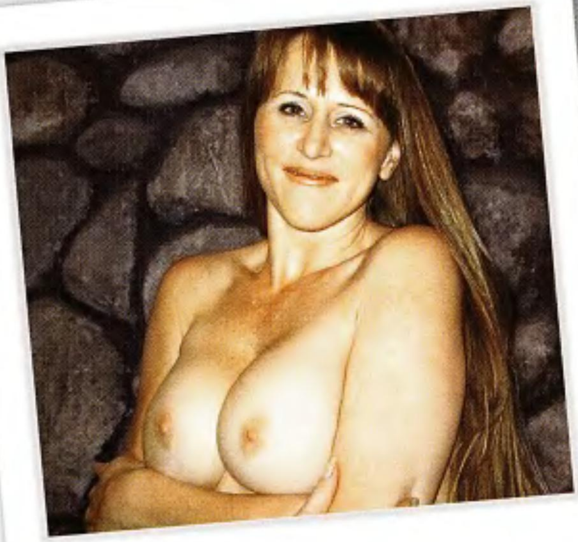
#703

"I was on a trip with my ol' man. I loved the speed and the freedom. I wanted it to last forever."

Rachel—Alabama

#704

"On a Sporty with the sun in my face, wind in my hair and vibes in my seat. A great experience."



Sherri—California

#705

"After more than 10 years of only riding on the back, I'm finally on top of one of my own. Now I know what all the guys are talkin' about."

Jade—California

#706

"What can I say that hasn't been said 1,000 times before? If you've ridden on one, you know why you like it and why you'll never give it up."

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #348 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes June 1, 2002. The voting deadline for this month's crop of cuties is June 30, 2002. We'll announce the winner in the November 2002 issue.

Here she is, your March 2002 monthly Fox Hunt winner, Erika, Number 305, from Norfolk, Virginia. See a lot more of her next issue.

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FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

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Model's Name ____________
Address ____________
City ________ State ________ Zip ________
Daytime Phone (   ) ________ Evening Phone (   ) ________
Date of Birth ________ I am ________ years of age
I will pose fully nude ________
Model's Signature ____________

Photographer's Name ____________
Address ____________
City ________ State ________ Zip ________
Daytime Phone (   ) ________ Evening Phone (   ) ________
Photographer's Signature ____________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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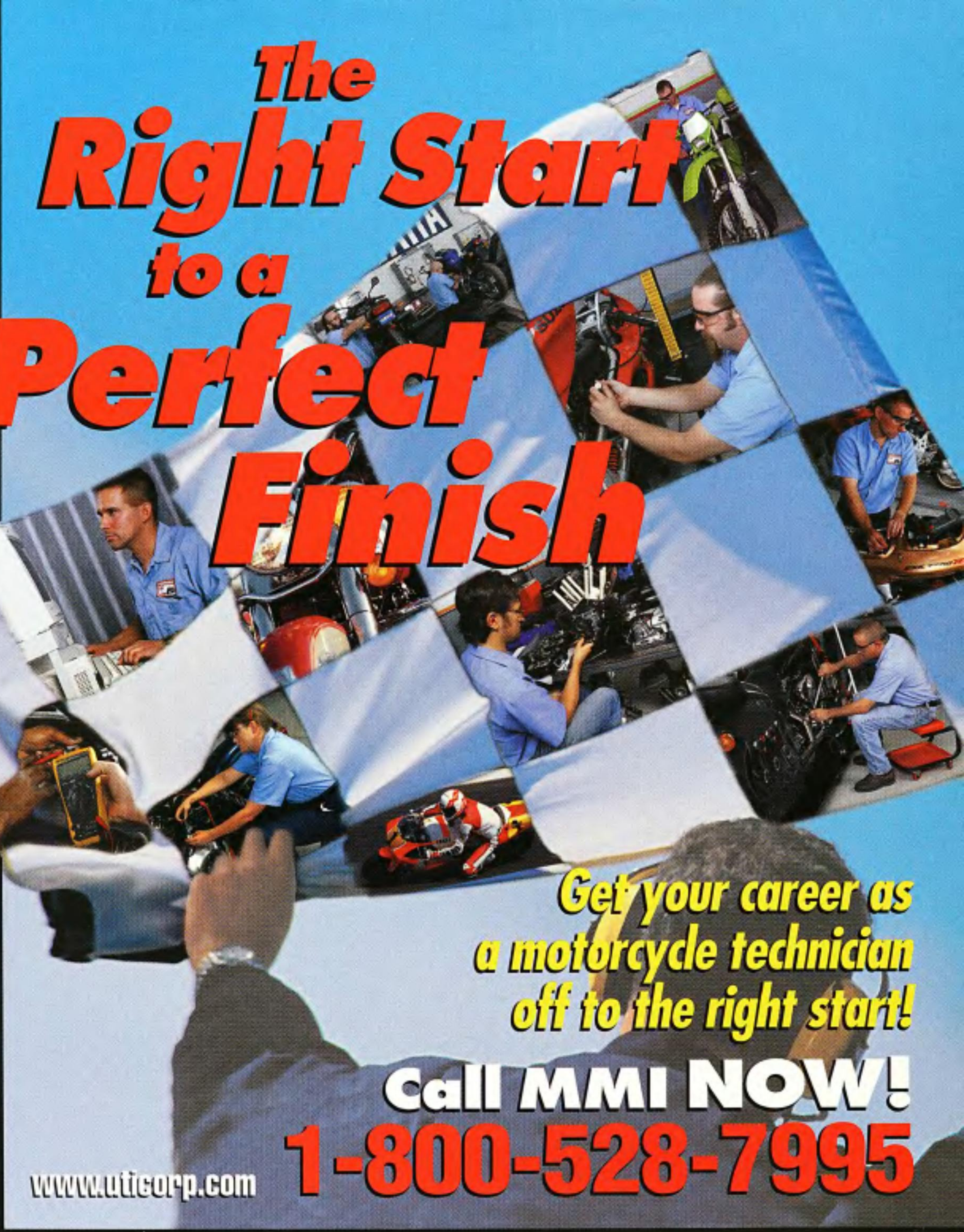

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Phone (______) ______ Age ______

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ARLIN FATLAND'S BAD LIL' BOBBER

Mile High Chopper

This unique chopper was the brainchild of Arlin Fatland of Two Wheelers Motorcycle Shop in the north end of Denver. Known for his definitely not cookie-cutter designs, Arlin has stretched the envelope with this checkered flag, dice, and eight ball emblazoned tavern-to-tavern racer.

That cushy seat is mighty comfortable and probably comes in handy on that unsprung rigid frame, which otherwise would translate every bump on the road into a bone-jarring shock on the system. Arlin says with every bike he builds he wants to create something different and he certainly succeeded with this one. Along the way he says he got a bit of ribbing from the beer-drinkin', backseat designers who frequent his shop. But the end product speaks for itself.

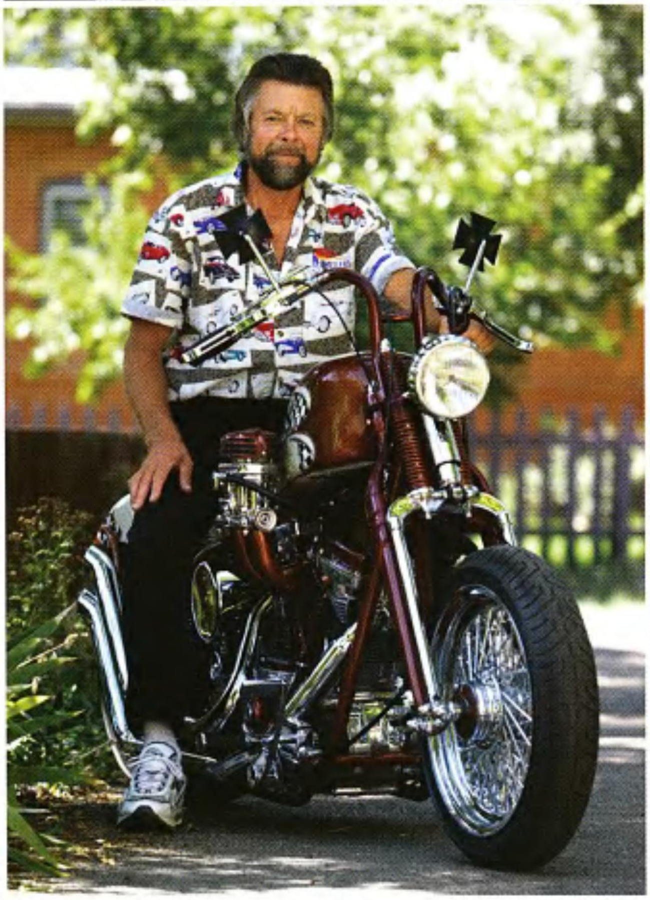
The eye-catchin' graphics was the product of the twisted minds of the kids at Danger Graphics. Arlin mentioned that he wanted to incorporate the elements used, then gave them free reign to go wild. They did, and the results are stunning. The Sportster tank may not hold a lot of go-juice, but it'll get you to the next bar and that's its purpose. The narrow 16-inch front tire on an 80-spoke rim looks oddly natural on the old style Harley Springer with its plated front legs and powdercoated rear legs. In the rear a 230-16 Avon tire helps translate motive power to forward motion.

Arlin relied on a mostly stock 80-inch Harley Evo motor for dependability, adding the wild downdraft dual throat Weber carb, topped by an air cleaner produced by a local craftsman, Dennis Goodman. He's running the Andrews EV-27 cam, favorite of dresser riders, for it's wide torque band. The bike is electric start only, and sports a magneto for spark. Dennis also made the custom battery box cover. The pipes are by Samson and they don't need no stinkin' mufflers.

The frame started out as a MID-USA catalog item. It was massaged extensively, chopping off unnecessary brackets, and smoothing it until it was clean enough to powdercoat. It required no molding. The front end is an early Harley-Davidson unit, which adds to the classic elegance of this unusual, yet functional, ride.

Two Wheelers Motorcycle Shop has been at the same location in Denver since they started in 1970. Arlin and his partner Jim Taylor were high school friends in Ames, Iowa, who set out for California and ended up in Denver. Driven by a desire to do their own thing and be their own bosses, they have doubled the square footage of the original store and added an annex across the street to sell bikes, as well as build their one-of-a-kind custom creations. They also own a store in Sturgis, South Dakota, which is open during Bike Week.

One look at this badass lil' barhopper and you know that the folks at Two Wheelers are true to the slogan on the back of their catalog, "The Biker's Candy Store." You can reach Arlin and crew at 303-433-0564. —*Kit Maira*



Owner: ....Arlin Fatland
City: ....Denver, Colorado

General

Fabrication: ......Two Wheelers and Dennis Goodson
Year/make: ....2002 Special Construction
Assembly: ....Bruce Colburn
Time: ....9 months
Chroming: ....Alert Plating

Engine

Year: ....1999 Harley-Davidson
Rebuilder: ....Bruce Colburn
Displacement: ......80 cubic inches
Cam: ....Andrews EV-27
Carb: ..Webber Dual Throat, down draft, with custom air cleaner by Dennis Goodson
Pipes: ....Samson

Transmission

Year/Make: ....Harley-Davidson

Painting

Molding: ....Dennis Goodson
Painter: ..Danger Graphics, Denver
Color: ....root beer and cream
Type:...PPG
Special paint: ......Danger Graphics

Frame

Year/Make: ....2002 MID-USA
Type: ....rigid
Rake: ....38 degrees

Accessories

Handlebars: ....Two Wheelers
Risers: ....built in
Handlebar controls: ....JayBrake
Fender: ....Two Wheelers, custom made
Headlight: ....bates style, custom ring
Taillight: ....billet side-mount
Pegs: ....JayBrake
Foot controls: ....JayBrake
Gas tank: ....Sportster style, flush cap
Oil tank: ....steel, MID-USA
Seat: ..Tony Murga, (the Boot Guy)
Mirrors: ....Maltese Cross
Electrics: ....Two Wheelers
Grips: ....Harley reproduction

Front end

Type: ....Springer
Builder: ....Ted's V-Twin, 2-inch under stock

Wheels

Make: ....Hallcraft
Size: ....120/16 front 230-16 rear
Tires: ....Avon
Brakes: ....GMA
Photos: ....Michael Lichter

"If you have the heads chromed, maybe no one will notice the oil leak."

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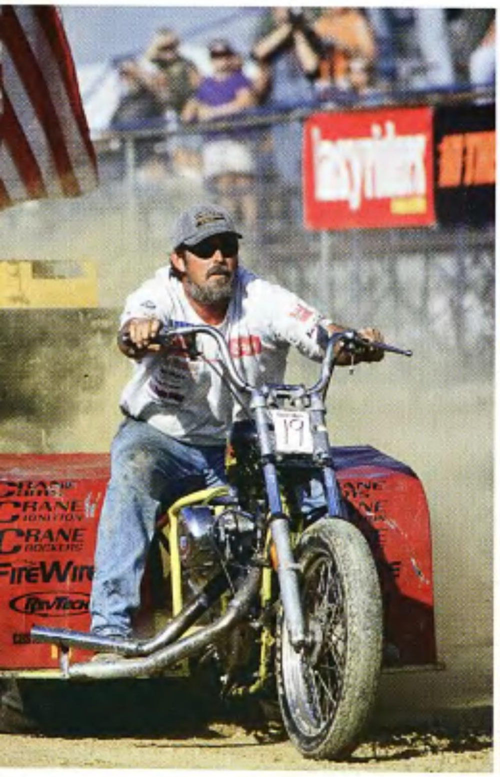
EASYRIDERS RODEOS ARE COMIN'

Like the old song goes, "Oh, it's 40 below and I don't give a fuck, gotta heater in the truck and I'm off to the rodeo...." Well, it's that time of year again and we're crankin' up the best damned Motorcycle Rodeo Season this side o' hell! I'm talkin' about the Easyriders Rodeo, man! Get ready to ride out to a fairgrounds near you for all the tire squealin', rubber smokin', weinie bitin', slow racin', tractor pullin' rowdy fun you can shake a willy at. Yessir partners, we've got aftermarket vendors, great grub, cold suds, nasty-legged hardbellies, get down and dirty rock 'n' roll, ink slingers, and a whole lot more, roarin' into town for your unbridled pleasure.

You'll find six great rodeos happening across the U.S. of A. and it all starts in Hopkinsville, Kentucky this June 21st, and ends with the ultimate grand slam she-bang at the end of August in Chillicothe, Ohio. Each and every Rodeo is a three-day blast and a half guaranteed to make you forget where you left your undies, and the final party in Chillicothe, Ohio, goes on for FIVE mind-melting days! Six insane Rodeos mean a whole summer of no-holds-barred, madcap rodeo action, and YOU can be a part of it! Check out the dates and places below and join us for the biggest biker bashes of all time. You might just see your smilin' face right here in *Easyriders*, *BIKER*, *V-Twin* and *In The Wind* magazines. —*Phantom*



June 21, 22, 23, 2002
Western Kentucky State Fairgrounds
2810 Richard St.
Hopkinsville, Kentucky

July 5, 6, 7, 2002
Orange County Fairgrounds
100 Carpenter Ave.
Middletown, New York

July 12, 13, 14, 2002
Wilson County Fairgrounds
2331 Highway 301 South
Wilson, North Carolina

July 26, 27, 28, 2002
Butler County Fairgrounds
1127 New Castle
Prospect, Pennsylvania

August 16, 17, 18, 2002
Fowlerville Fairgrounds
8800 Grand River Road
Fowlerville, Michigan

August 29 through September 2, 2002
Ross County Fairgrounds
344 Fairgrounds Drive
Chillicothe, Ohio

Over the years I've written quite a few How To/How Do You Know-type of articles for this fine magazine. They include the highly informative "How Do You Know When You're Screwed?" and the enlightening "How Do You Know If You Need A Woman?" There are basically two reasons I write such articles:

1) Writing such articles is easier than digging ditches, pounding posts or any other job I'm qualified for.

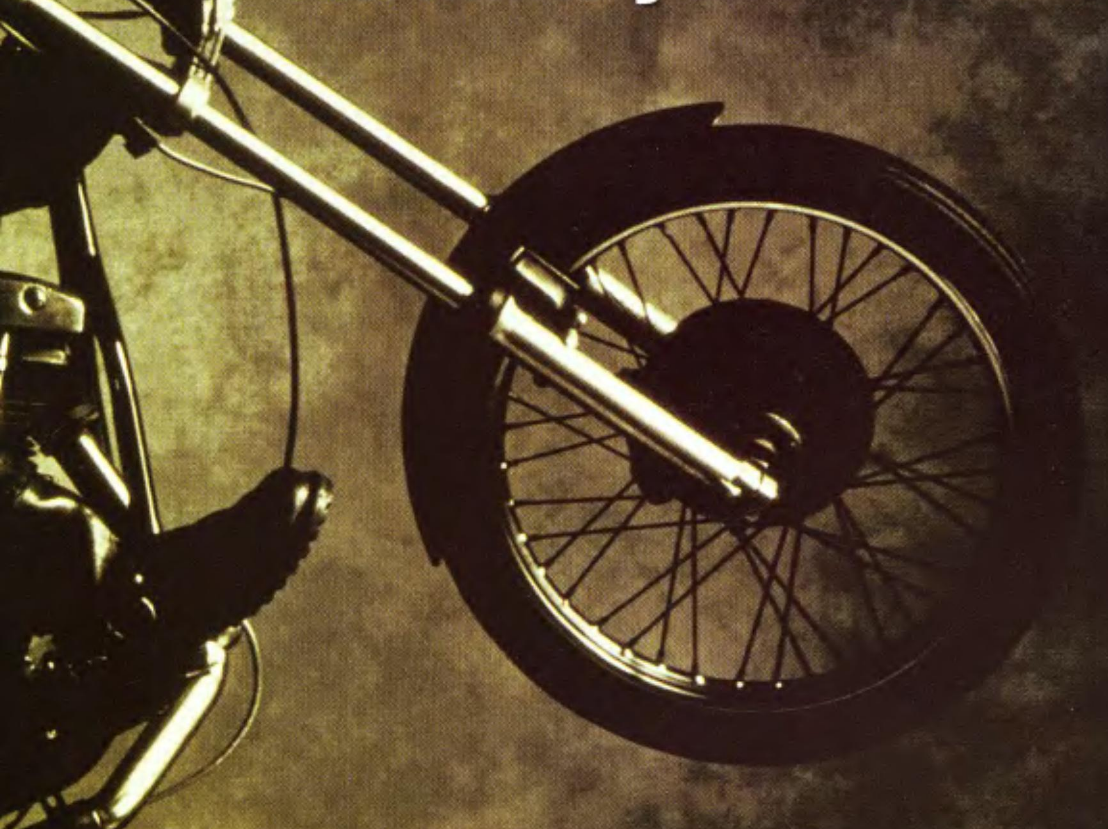
2) Generally speaking, I think people are pretty dumb and need all the damned help they can get. (No, not you, but seriously, have you looked at your bros lately?)

This month I thought I would write another such piece. One which is far overdue and maybe more critical than some of my others. A piece which deals with who you are as a member of society. Your standing in the community. Are you one of the good guys or one of the bad? Are you part of the problem or part of the solution? Even though you try to hide it, are you secretly an asshole?

Unless you haven't left your bedroom since you were born, you probably realize that there are a lot of assholes out there. On an average day I encounter dozens. Just the other day I counted 37, and that was before I even got to work. All these assholes seem to have one simple thing in common. While they're being assholes (which is most of the time) they don't seem to know it. They just go about their business unaware that the rest of the world wants to kick them in the nuts. I believe this is because nobody has ever told them they were assholes. (Obviously they're not married to my wife.) Nobody has ever called them on it.

Well those days are over. It's time for all the assholes out there to be accountable for their behavior. Make a copy of this list and give it to the asshole in your life. — *Greg White*

You know you're an asshole if...



... you often give Monopoly money to homeless people.
... you've ever told a woman that you only had a week to live in order to get sympathy sex.
... Dennis Leary's "I'm An Asshole" is your theme song.
... you've ever been kicked out of church for farting.
... people often call you an asshole as you go about your daily business; i.e. "Get out of my restaurant, you asshole." Or, "Man, you really are an asshole."
... you've ever objected at a wedding just for the hell of it.
... you often tell women that you're gay on the chance that they might change their clothes in front of you.
... you've ever yelled "Jump" to the tightrope dude at the circus.
... you've ever sucked the salt off a pretzel and put it back in the bowl.
... your idea of knee-slappin' humor is putting Vaseline on the tips of someone's crutches.
... you've ever hung a "kick me" sign on your own kid's shirt when he left for school.
... you regularly write your sister's phone number on men's room walls.
... you're one of those guys who pushes all the buttons in the elevator as you're getting off.
... you're one of those guys who pushes out a toxic fart in the elevator as you're getting off.
... you're the kind of guy who would blindfold someone's seeing-eye dog just to watch the mayhem unfold.
... you've used a bro's toothbrush to clean stuff off your boots, then put it back in the cup.
... you've tasted it so often that you're actually starting to enjoy the flavor of pepper spray.
... your idea of being charitable is pretending to give a shit.
... reading this article has given you some great ideas.

APPLETINI

LOU MAZZONE'S KILLER CONCOCTION!

You feel a familiar twinge starting in your jaw muscles as your lips pucker from the Granny Smith-strength apple flavor. Your palate detects a favorite catalyst. It's a hell of a kick. Take another sip and drink in the tasty view of Lou Mazzone's sour sensation, Appletini. Lou picked out this tangy green color for Appletini over two years ago and his swell sled took shape around it—sort of. Among the many hats he wears, Lou is a great bartender, and his close friends really dig a special libation he concocted one night with a color and name to match this ride. Of course, the drink came way before the bike and according to Lou the trick to getting the flavor just right is in the details of the mix.

Lou was bored with stock bikes, and after getting his scoot back from the dealer with a stripped bolt and a new scratch in the paint, he decided that he would do all the wrenching on his ride from then on. That was seven years ago. Inspired by the work of Donnie Smith,

Arlen Ness and Paul Yaffe, Lou said, "Hey, I wanna do that." He's been building bikes ever since. Lou started a mobile electronics business 22 years ago and in that time, he's seen and done everything imaginable in the car stereo business. Today, Sound F/X Motorcycle Engineering shares the better half of a 7,500-square-foot facility in Elmwood Park, Illinois, with Sound F/X mobile electronics.

Mazzone's bike business just keeps growing, and Lou and his staff build as many as 20 ground-up customs per year. One secret to the success of Sound F/X Motorcycle Engineering is that Lou is a maniac about details. He incorporates his own special touches into each phase of assembly from the beginning of what Lou calls the "mock up," through the final shakedown test ride. Lou has been known to spend more than three hours running a clutch cable, which takes more patience than anyone should have. As his level of frustration grows to the breaking point, he usually throws things at the wall to let off steam.

Lou is a very strong guy who can bend steel with his stomach. He once hurled a bolt with enough velocity to embed it into the bricks (but that's another story). Inspired by the intense taste of his favorite Appletini drink, Lou knew from the start that this would be his biggest project. Hey, it ain't easy building a bike that looks as good as an Appletini tastes.

When Lou began building bikes, he formed an alliance with Paul Yaffe. Two years ago, Lou and his wife, Mary, were on vacation in Arizona when they stopped in for a visit. Lou saw a frame that he liked and asked Paul if he had anything to fit a TC-88 motor. Paul told him that the frame he wanted would even fit a Twin Cam 88-B and Lou said, "Let's do it." Lou would not take anything less than perfection during the building of Appletini, and he told us that the drive-side brake setup

gave him the biggest challenge. Nothing is an out-of-the-box fit when you make a bike like this. We thought enough about Appletini to give it second place Best of Show at our Easyriders Bike Show Tour in Chicago. After stealing it from Lou during his shake down ride, Mary liked the bike so much that she convinced him to build a West Coast-style chopper for her, only for this one, Mary is picking out the colors.

Raise your glass and take another sip of Appletini. Speaking of tastiness, this month's Fox Hunt winner is the exotic Carmen from New York who is posing ever so seductively with Appletini.

—Cheese Dude

Owner: .... Lou Mazzone
City:............ Elmwood Park, Illinois

General

Fabrication: .... Sound F/X Motorcycle Engineering
Year/make:............ 2001 Twin Cam chopper
Model: .... Appletini Chopper
Assembly: .... Sound F/X
Time: .... 6 months
Chroming:.................... Meclec Inc.

Engine

Year: .... 2001 Harley-Davidson Twin Cam B
Rebuilder: .... Sound F/X
Displacement: .... 103 cubic inches
Cams:.................. Harley-Davidson
Carb: .... S&S Super E
Pipes:.............. Paul Yaffe Originals

Transmission

Year/make: 2001 Harley-Davidson

Painting

Molding:........................ Sound F/X
Painter: .... M & D
Color:.......... green apple/grape ice
Type: .... PPG
Special paint:............ Appletini mix (The Mix): 1 shot vodka, 3 parts sour apple, 1 part triple sec

Frame

Year/make:............ 2001 Paul Yaffe Originals chopper
Type: .... softail-type
Rake:............................ 48 degrees
Stretch: .... 5 inches
Shocks: .... Progressive

Accessories

Handlebars: .... Custom Bend
Handlebar controls: .. Performance Machine
Fenders:.................... Jesse James
Headlight: .... cheap
Taillight: .... Paul Yaffe Originals
Pegs: .... Performance Machine
Foot controls:............ Performance Machine
Gas tank: .... Paul Yaffe, modified by Sound F/X
Oil tank: .... Paul Yafffe Originals
Seat: .... custom
Mirrors: ...... West Coast Choppers
Grips:.............. Paul Yaffe Originals

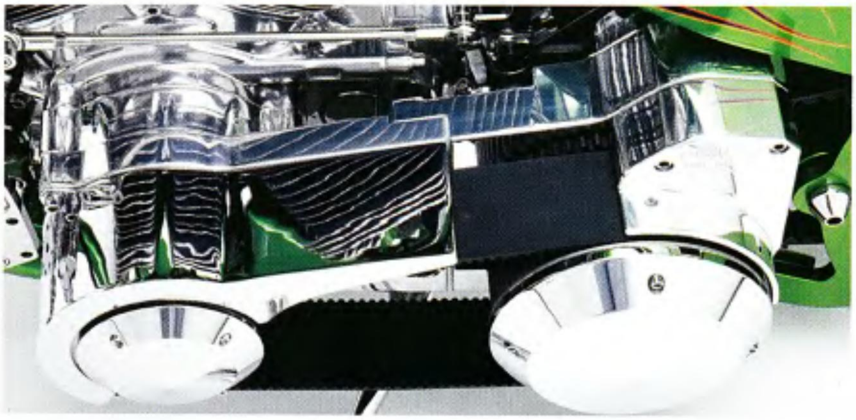
Front end

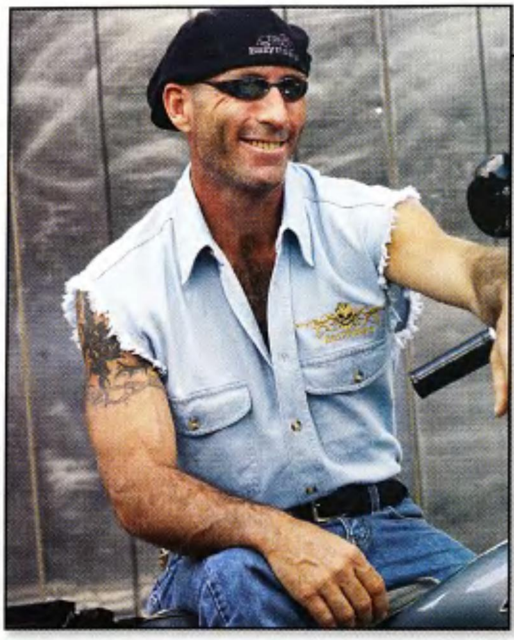
Type:.................... Harley-Davidson
Builder: .... Sound F/X

Wheels

Make: .... Performance Machine
Size:.................... 90/90 x 21 front/ 240 x 18 rear
Tires: .... Metzeler
Brakes:...................... Performance Machine

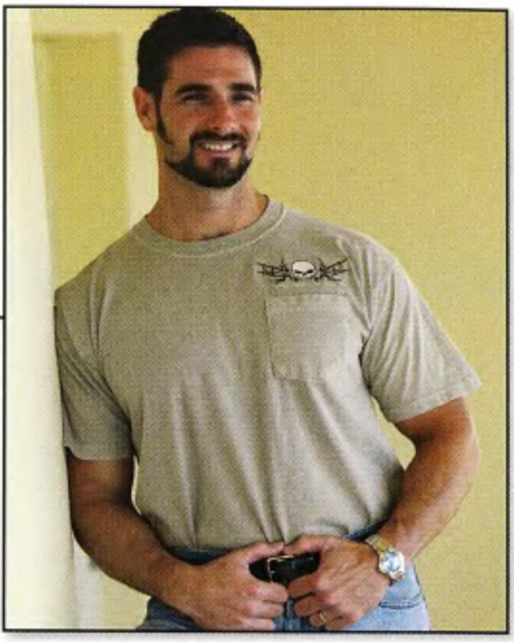
Photos: .... Pam Proctor





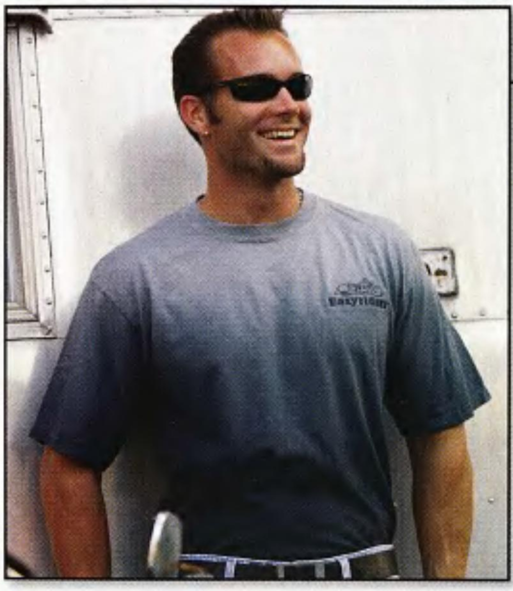
Sleeveless Denim Shirt

Available in two colors.
9146 Black
9148 Lt. Denim Blue
MD, LG, XL . . $34.95
XX $36.95



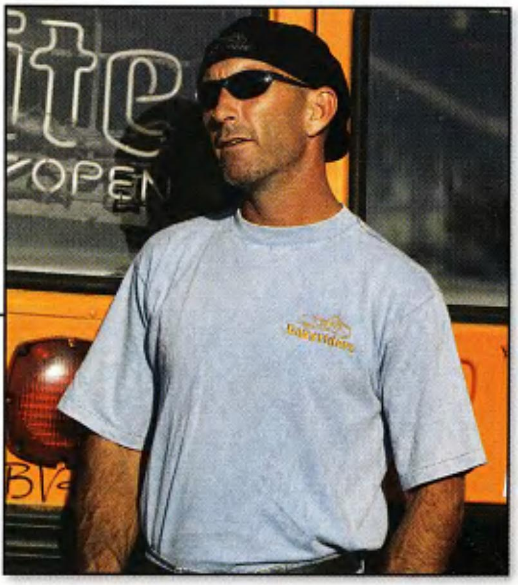
Pocket T-Shirts

8464
MD, LG, XL . . . $19.95
XX. $21.95



Fade To Black Tie Dyed Pocket T-Shirt

8287
MD, LG, XL . . $19.95
XX $22.95
XXX $23.95



Blue Denim Embroidered T-Shirt

8901
MD, LG, XL . . $19.95
XX $21.95

Vest Extenders

Attaches to your vest with a snap. Actual size 4 1/2".
310150 Natural . . $14.95
310151 Black . . . $14.95

Wolf Eyes

8576
MD, LG . . $16.95
XL, XX . . . $19.95
XXX $22.95

Twin Eagles

8941
MD, LG $16.95
XL, XX. $19.95
XXX. $22.95

Cruiser Vest

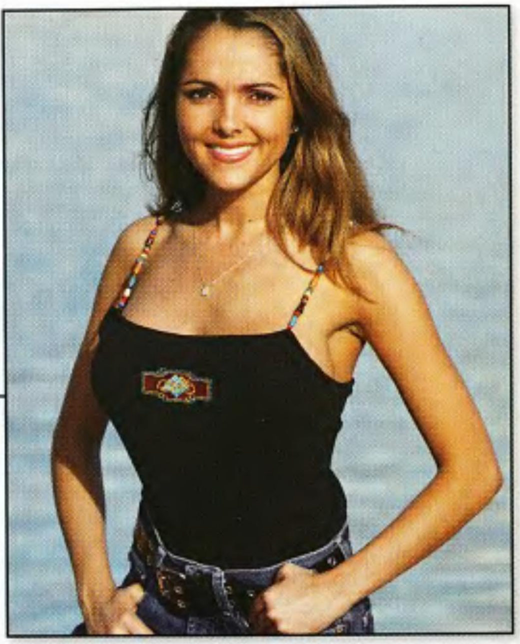
5175
MD, LG, XL,
XX, XXX. . .$119.00

Four Pocket Vest

5170
MD, LG, XL,
XX, XXX $149.00

The Snap Vest

Black 4027
White 4026
SM, MD, LG, XL . $23.95



Beaded Stap Tank

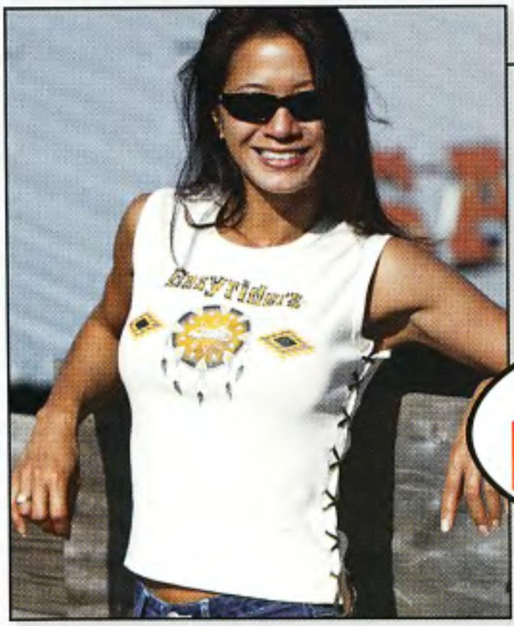
Colorful beaded straps can be removed for washing.
1145
SM, MD, LG, XL . $26.95

Scroll Lace Tank

1164 Black
1167 White
SM, MD, LG, XL . $19.95

Plunging V-Neck w/Studs

Available in two colors.
1143 Black
1144 Red
SM, MD, LG, XL . . $28.95



Leather Side Lace-Up Tank

Available in two colors.
1157 Natural
1156 Black
SM, MD, LG, XL . $23.95

SHOP FAST & EASY

Gray Open Shoulder Top

3850
SM, MD, LG, XL. $19.95

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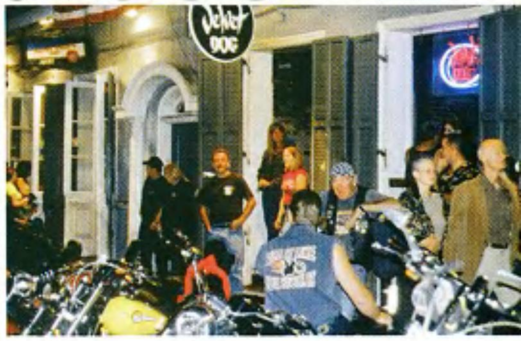
Steel Pony Express IV

Laissez Les BonsTemps Rouler, or in English, "Let The Good Times Roll," is the motto of the Steel Pony Express Motorcycle Run and Festival held in New Orleans on November 2-4, 2001. The event attracted an estimated 20,000-plus bikes and people over the post-Halloween weekend.



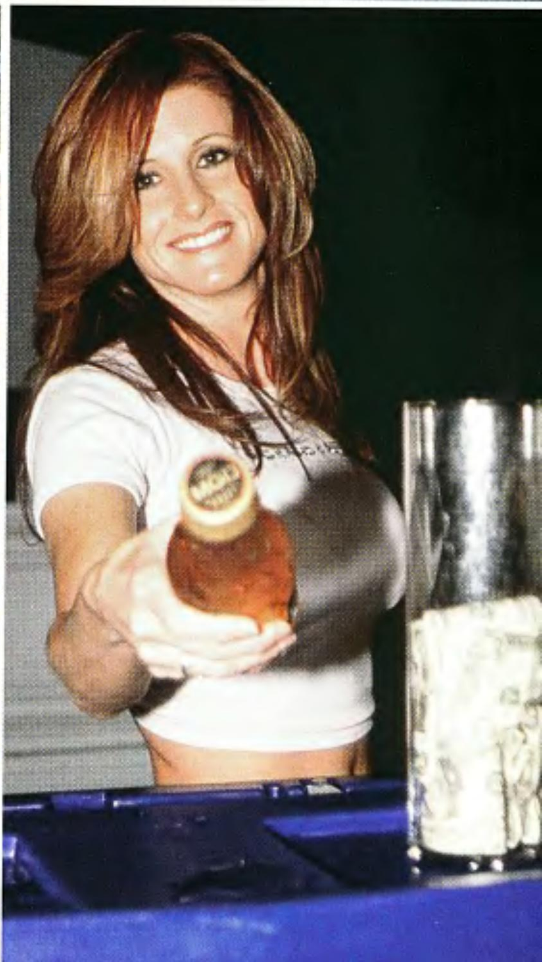
The gates to Zephyr Stadium swung open at 10 a.m. Friday morning for pre-registration. For $65 ($75 if you do not pre-register) you not only gain admission to the events stadium, but you are welcome to the kickoff party Friday night, and one of the pre-ride parties on Saturday night with a free buffet and live entertainment. This is one of those rallies where you get your money's worth, and it doesn't break the bank.

Before the biker games begin the best thing to do is get a feel for the area and go for a putt. The old man and I, and a couple of friends, opted to hop on our scoots and take a putt across the 26-mile Causeway over Lake Pontchartrain to a little town called Madisonville.

After arriving in Madisonville we stopped by a restaurant overlooking the Tchefuncte River for a bowl of savory gumbo, a mudslide and info on where we could shoot good swamp pictures. A voluptuous blond waitress in a tight sweater sauntered up to our table with a smile to help us with all our needs…uh, to take our order. She also informed us that we could carry alcoholic drinks on the bikes as long as they were in a container with a lid and straw. God, there's nothing like Southern hospitality.

If swamps don't toot your horn then you can ride through plantations, walk around the famous aboveground New Orleans cemeteries or kickback on a paddleboat ride down the mighty Mississippi River. It doesn't matter what sparks your interest this wonderful city has it all for you to explore.

RIVER PARISH
DISPOSAL
738-7700



The kickoff party Friday night unwound lustily at Ernst Café on South Peters, in the historic warehouse district of New Orleans. Highlighting the revelry was a mouth-watering Cajun buffet, Budweiser goodies and local bands jamming out contemporary blues, as Mardi Gras beads were thrown from the balconies to the eager crowd below.

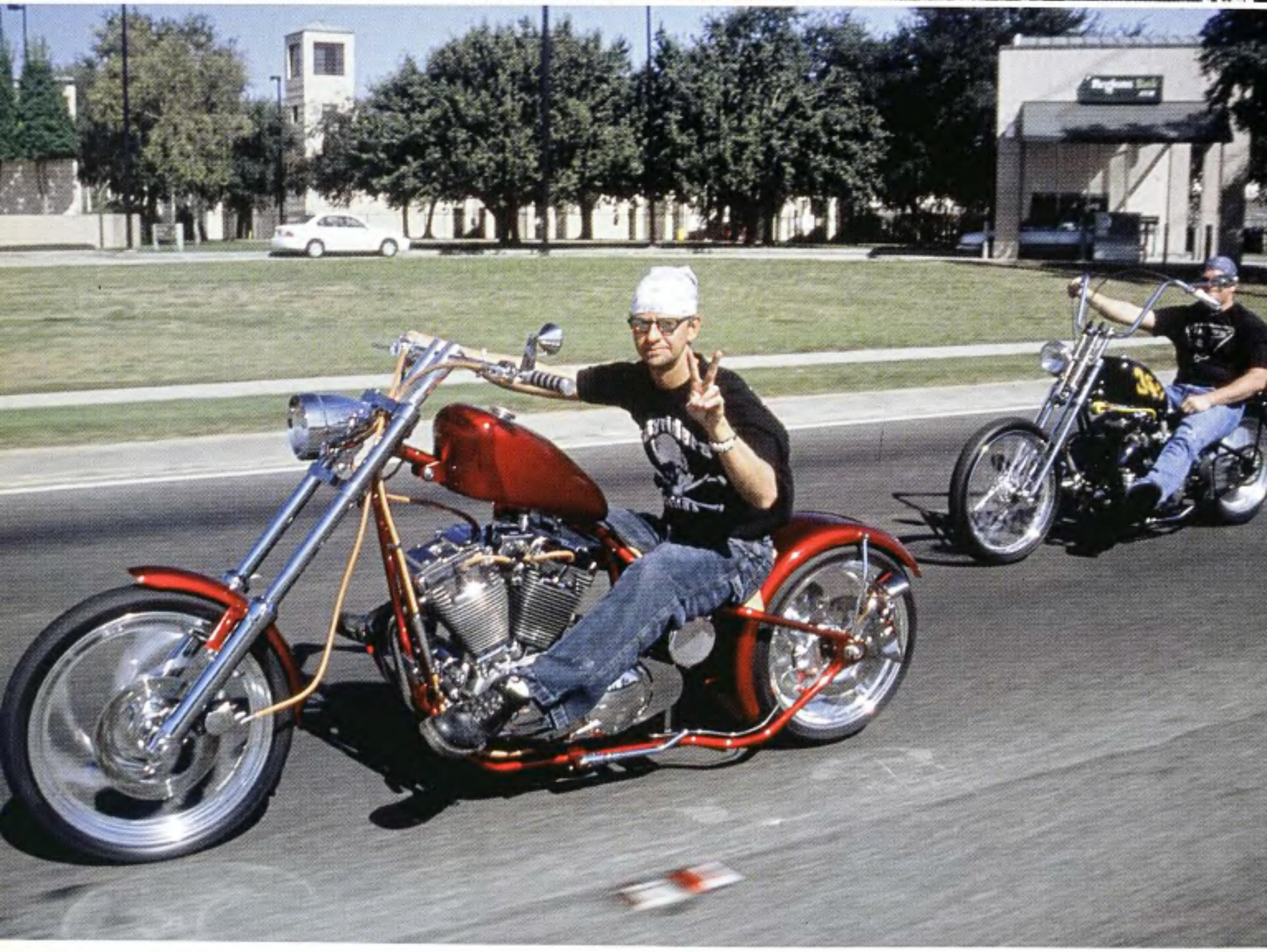
Those of us who wanted to continue the evening's festivities, stumbled on over to The Velvet Dog, a biker-friendly bar located on St. Peter Street in the French Quarter. This is a great place to get a stiff drink for a reasonable price, listen to the talented sounds of the street musicians, munch on a Po-Boy and check out lots of hot bodies walking by.

One great New Orleans perk allows women to legally walk around topless as long as their nipples are covered. God Bless America. If this piques your interest, you should head to New Orleans for Halloween, after all it's only a few days before Steel Pony next year—and what an eyeful!

Saturday morning Zephyr Stadium was packed full of vendors, activities and bands including, Riptide, Local Option, Jay B. Elston, Bucktown All-Stars and Sweet Pea's Revenge. After watching burnouts and other stunts performed by the Jefferson Parish Motorcycle Drill Team, you could meet your favorite Louisiana drag bike racer for "Louisiana Race Day" and ogle their drag bikes. For those more interested in getting their own scoots noticed, there was a ride-in bike show.

Jesse James, Eddie Trotta, Ron Simms and Jim Nasi all got wind of this happenin' New Orleans party and decided this was one opportunity they didn't want to miss. They could be found hanging out around the Camel Roadhouse showing off their custom scoots and hamming it up for their fans. As a thank you to these four bad-news bike builders for coming, Scooter Promotions gave them tickets to take a ride on an airboat through the Louisiana swamplands. These boats can whip up to 100 mph skimming over mucky waters filled with gators and venomous moccasins. Let's just say the guys had a hell of a good time, but were happy to be back on land and not gator bait.

One of the great things about this rally is that you can choose to hang out at the stadium on Saturday and then party in the French Quarter or you can attend one of the pre-ride parade parties Saturday night in Gulfport, Mississippi, or Baton Rouge, Louisiana. There are so many things to do and see it's impossible to



cram it all in by only attending one year.

We've grown partial to Gulfport due to the beautiful beaches, the killer hotel room, swimming pool and hot tub at the Oasis Resort and Spa. The pre-ride party in Gulfport was staged at the Grand Casino's open-air pavilion, which is connected to the Oasis. This was the perfect place, because you could gamble, tie one on, then stagger across the enclosed walkway back to the Oasis, pour yourself into the hot tub and then crawl into bed.

It was easy this year to pry our hungover butts out of bed and make the parade lineup by 10 a.m. due to the bright blue sunny skies above. This 1 1/2-hour post-September 11th, parade ride back to New Orleans made everyone feel very patriotic. There were American flags hanging off of every rider's motorcycle, in the hands of bystanders on the side of the highway and waving from overpasses for all of us to see.

As soon as we arrived in the parking lot, we were overcome with the succulent smells of jambalaya, shrimp Creole, crawfish pie and fried alligator filling the air. After grabbing a plateful of Southern cuisine to satisfy the palate and a few frozen hurricanes it was time to head for the stage and check out Rockin' Dopsie Jr. and the Zydeco Twisters. Between these guys and Branscombe Richmond's Renegade Posse you experienced a high-energy, get-down Cajun performance.

To end the rally with a bang, a 2002 Road King with a custom Steel Pony Express paint job was raffled off to Louis Danna, a Louisiana local. If you still felt the need to extend the party just a little bit longer, Temptations, a Gentlemen's club on Bourbon Street, hosted a little get together to wind down the weekend and to leave one last impression of genuine Southern hospitality.

Scooter Promotions plans on adding bike games to the events next year, but with a Cajun flare. The gates to Zephyr Stadium will be open on Friday morning for fun and festivities instead of on Saturday. The cost will remain $65 for all three days. Thanks to Karol Brandt and Gary Sullivan of Scooter Promotions for the wonderful hospitality once again, Grand Casino Gulfport and the Oasis Resort and Spa for hosting a great party, a great group of locals and most importantly the Louisiana and Mississippi law enforcement agencies for volunteering their services. Steel Pony Express V will be November 1-4, 2002. For more info check out the Web site www.ScooterPromotions.com.

—*Natalie Miles*

Photos by: Natalie and Stan Miles

SUPER
X

The Bronze Racers Of Jeff Decker

Jeff Decker is usually hard at work banging on bronze sculptures at his Hippodrome Studio located in Springville, Utah. We managed to find him a long way off, literally smack in the middle of The Big Easy where he was taking some R&R before completing his trek down to Daytona Beach for this year's Bike Week festivities. Since this writer had survived four consecutive Mardi Gras while living in New Orleans, Jeff asked for some directions, like how to get to Bourbon Street and the famous French Quarter. After telling him to just follow the trolley tracks, and giving some general advice about not drinking the water, and never try to talk to the horses ridden by the New Orleans cops, we got into our interview. Jeff hit high gear right off with a radical announcement of what will truly measure up to be a monumental creation—"I have been commissioned by Bob Dron H-D to do a life-sized bronze sculpture of the famous Joe Petrali Harley Streamliner that set the record in 1937."

Joe Petrali was perhaps the winningest competitor to ever race Harley-Davidsons, cutting his teeth on dangerous board track courses at the age of 16 back in 1920. While he began racing on Indians, followed by a stint with Excelsior, he brought glory to himself and Milwaukee aboard Harleys by winning all 13 national calendar events including five nationals in a single day during 1935. Then, in 1937 the legendary Smokin' Joe blasted across the hard-packed sand at Daytona aboard an ohv 61-cubic-inch knucklehead built by himself and Hank Syversten. It clocked 136.183 mph to crack the solo record. Joe retired from racing in 1938 with a total of 48 national wins.

"The bike part of the Petrali sculpture is almost done," Jeff says. "When I get back from Daytona I'll finish that off in a month or so. That's the current project, and there's a Sundance Film Festival award-winning film company doing a documentary on the whole thing."

As for future homes for the Petrali sculpture, Jeff says that Harley-Davidson might take one, the Motorcycle Museum and Hall of Fame has also expressed some interest, while Jim Latton down in California is thinking of adding one to his collection. "I don't think there's ever been a life-sized sculpture of this kind ever done," he says. "It'll be a monster, and as far as Harley goes it definitely represents one of their iconic racers." The massive bronze will be delivered to Bob Dron by the middle of June.

Jeff's also working on a 1920 2-cam, 8-valve Harley with sidecar that set the sidecar record, and there's a collector in England who wants a sculpture created of the famous Bough-Superior SS100 owned by T.E. Lawrence (also known as Lawrence of Arabia). And you can see by the photos here that he's also created a piece celebrating the Super X hillclimber. By now you've probably figured out that Jeff specializes in vintage iron. It's safe to say that no one else out there shares a similar focus, or has produced as large a body of work on motorcycles depicted in fine art bronze. He's further narrowed that focus to concentrate on very rare and historically significant machines, recreating them in bronze, and in a way making their reincarnations available to collectors who value both fine motorcycles and fine art. "I need to sculpture something that's so fantastic that maybe there's only half a dozen or even only one in existence—kind of like the Rollie Free piece," he explains. Speaking of Rollie, he rode his record breaking Vincent on the infamous Bonneville Salt Flats hitting over 156 mph while lying flat out on the bike wearing only a bathing suit. It was the first unsupercharged bike to hit over 150mph. And when you get up close to the large bronze piece, you'll swear you can practically smell the suntan lotion and salt, so evocative is Jeff's sculptural interpretation of the event.

Jeff's choice of subjects for his bronzes include such famous moto-marques as the Cyclone, Excelsior, Harley-Davidson, Indian, and Flying Merkel. How limited are these editions? There are 19 of the Rollie Free piece, while the other of his sculptures number only 29 of each. Many have gone to new homes across the country, but a few examples are still available as of this writing. How big are these things? The dramatic and dynamic hill-climber sculpture which was introduced in 2001 and which required 30 separate molds was cast in quarter scale, stands 2 1/2 feet tall, and weighs about 75 pounds.

In addition to his sculptures Jeff also offers a variety of intricate hot rod hood ornaments priced around $200. At the other end of the bronze spectrum, pieces such as his rip snortin' depiction of a pack of board track racers, display price tags launching toward $40,000. And if you're thinking of commissioning a life-sized sculpture of you and your bike, that figure would be raised a bit. But then again the bike would have to be something way out of the ordinary like Lawrence's SS100 Brough that Jeff's about to immortalized in bronze.

So where and when did the bronze and the bike thing meet up? Oddly enough, Jeff grew up not far from the offices of *Easyriders*, in the Westlake area west of Los Angeles. "I grew up in a hot rod family where basically I had a choice of going to church with my mom or the Lyon's Drag Strip with my dad," Jeff recalls. "So every week there was the drags or some kind of L.A. roadster type of event. We had bikes, too, and later as a teenager I also played around with the motocross scene. I've always had a love for motorcycles, racing in particular, and naturally, Harley-Davidsons because of their historical significance and their racing pedigree. At the same time, I had studied art and developed a traditional, realist style, but was enamored with mechanical forms so was often at odds with my art instructors. I was drawn both to racing and to art, and art won out. So while I probably would have liked to have been a racer, I now express myself through my bike sculptures. I was lucky in that my dad was a throwback to an earlier generation. While all my friends were being raised by men who only saw success in usual office careers, my dad saw that skilled craftsman, those who were good with their hands, were men to be revered as well. It's just too bad all these geniuses are decades older than me. Now it's a lot harder to find a good machinist than, say, a good Internet Web site designer."

While a lot of people know about bronze sculptures thanks to Fredrick Remington's famous Western sculptures focusing around the horse, no one has given motorcycles their due, says Jeff who's doing his best to change all that. "The motorcycle replaced the horse, not the car, especially in respect to the close relationship of a guy and his bike, and that really hasn't been portrayed in fine art. The cowboy has been flogged to death as a subject for fine art or bronze or painting. But the motorcycle has never really been taken seriously. In the post-Industrial Revolution, you know that's where all the cowboys went—to motorcycles. I think a lot of the current art dealing with motorcycles is pop art, while no one is really dealing with it as fine art, that's where my work comes in. I find fine art bronzes of early-American racing bikes to be a natural step in the growth of American traditional art especially now with the Guggenheim Museum and Sotheby's Auction House telling us what automotive enthusiasts have known for decades, that there is an 'Art' to motorcycles," he says.

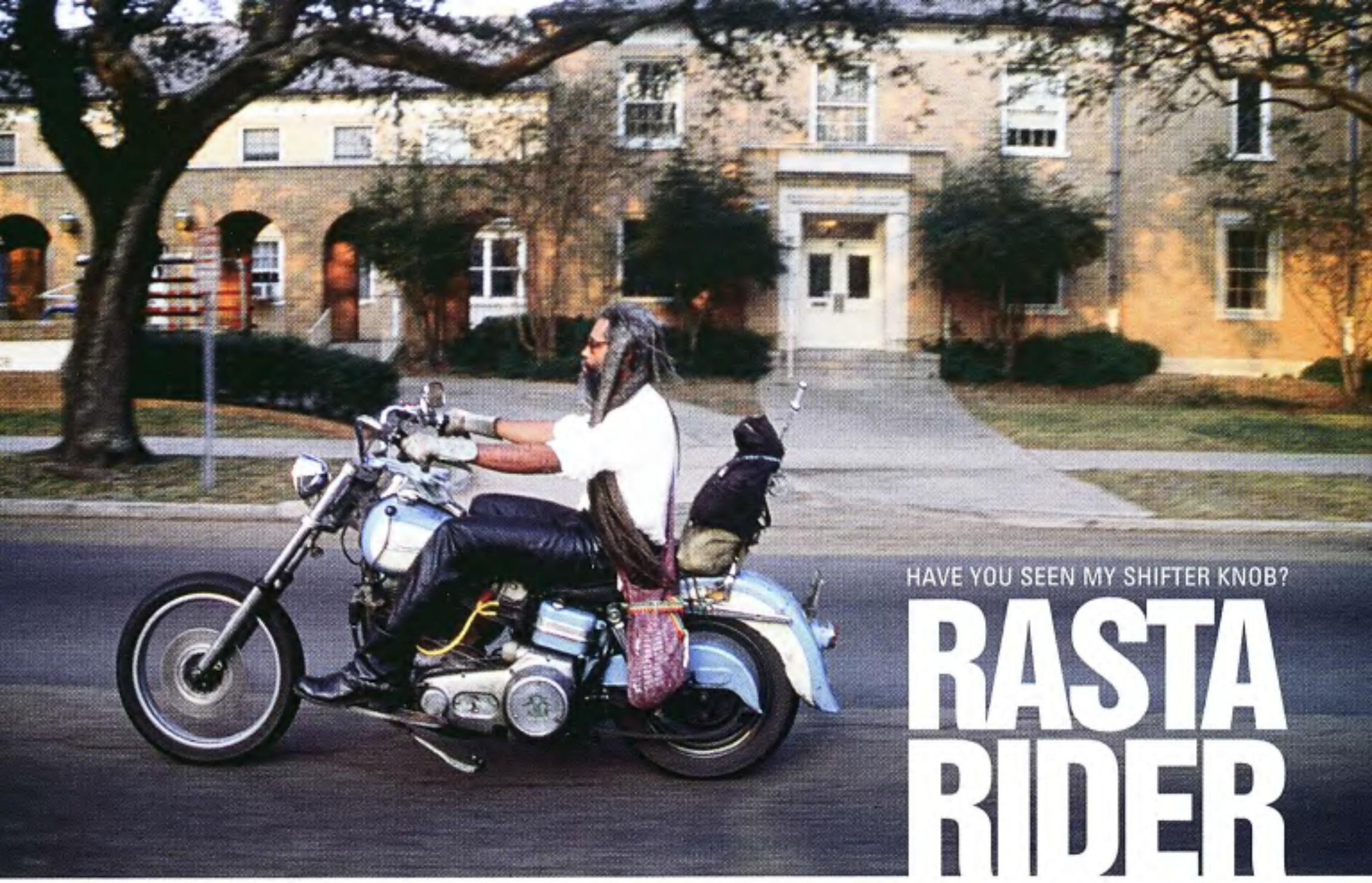
"I've sculpted race cars, World Cup speedboats and Thomas Cup race planes," he continues. "All fascinate me as much as motorcycles, but these make for a weaker subject in my mind because the jewel of the vehicle is hid beneath the hood and the pilot at best is cut off at the waist in the cockpit. A motorcycle lends itself more gracefully to a piece of fine Western art where the cowboy is astride his steed. People today love their bikes as much as cowboys loved their horses over a century ago. This is what I wanted to show when I sculpted Maldwyn Jones in the teens on a Flying Merkel, which was so far from stock you know he built it just the way he wanted, or the wild image of Rollie Free in the late 1940s doing over 150 mph almost naked at the Salt Flats. These guys were every bit as colorful as the Wild Bill Codys of another era. That's what I hope to capture in my work—the glory of the Golden Age of American Motorcycle Racing and to pay homage to these men and their machines. Every tapping valve is exposed and the jockey is contorted on his new mechanical beast, pushing it to its limit."

Jeff keeps pushing his bronze bike art to the limit as well, and to see more of it or to acquire a piece of your own, you can contact him via his Web site at www.hippodromestudio.com or call 801-489-5285. *—Paul Garson*

Photos: provided by Jeff Decker

"There are many bike riders, but few bikers. Respect goes out to all who mount a motorcycle and experience the beauty and excitement of the open road."

Peace and Blessings,
Najja Foluke



HAVE YOU SEEN MY SHIFTER KNOB?

RASTA RIDER

I don't know about you, but when I think of Rastafarians, I think of Ganja smoking, long dreadlocks, Reggae music, and black guys in brightly colored clothing. Truth is, not all Rastas are black. Rastafari is a brightly colored religion full of interesting views with mixed races and genders. While seeking adventure in New Orleans, the old man and I met a Rasta rider.

Najja Foluke, a Rastafarian and fellow biker, in his 50s, is a grandfather of three, stands 6 foot 2 and has salt and pepper dreadlocks that are about 6 foot 4. When he mounts Lady, his '72 FL, for a ride, Najja gathers his hair and places it very carefully in a handmade hemp pouch that hangs over his shoulder and dangles dangerously close to his rear wheel.

Najja wasn't always the seasoned hip, slick-and-cool Rasta biker that you see before you. When he was just a young lad, he joined the Army and worked as a computer technician while he was stationed in Germany.

After returning home from his tour of duty in 1973, Najja's brother, one of eight siblings, pulled up on a new motorcycle and offered it to Najja to go for a putt. Najja declined at first, but the next day his brother insisted on it and 28 years ago a biker was born. He bought his bro's bike and rode it for a while before buying a Sportster, which he rode for a couple of years. He definitely knew that he wanted to continue riding a Harley, but he really wanted a big V-twin with a bit more personality—like himself.

Najja went to an auction and picked up a 1972 FL Harley with a jockey shift, a New Orleans Police Special, for $1,200. That was 22 years ago. His family and friends were all convinced that Najja was nuts for buying such a complete hunk of junk at that time. But Najja saw a very beautiful "Lady" underneath and with lots of love and a complete rewire job done by himself, she was sputtering down the road with the best of them.

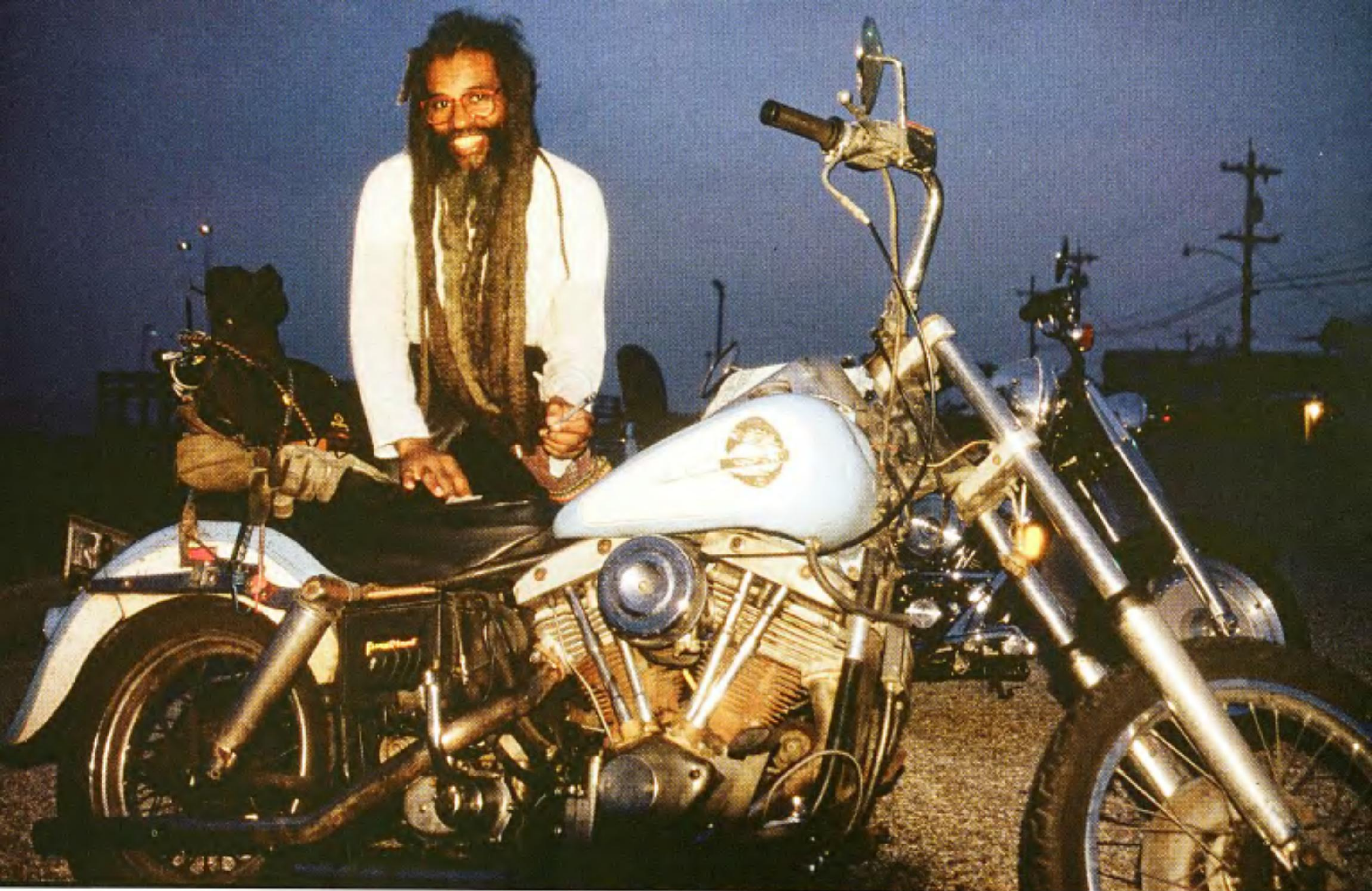
Najja says with the deepest sincerity, "I could never part with my cycle, old as it may be, she is a part of me that I could never let go. As I turn the wrenches on her, feeling her, knowing her, vibing on her, I know she is an intricate part of my being. We both are dependent on each other. She is depending on me to steer her straight and away from danger, and I am depending on her to get me to my destination safely without any mishaps. If she breaks down on the side of the road in the middle of nowhere and I'm able to get her going again, the satisfaction is overwhelming, a feeling of knowing my motorcycle. Of course, I may not always be successful, but in time I know I will get her running again."

This Rasta rider was married at one time and worked in the computer field performing the daily bump and grind, but a drinking problem was sneaking up on him. Najja could feel that he was losing order in his life and had the deep desire for a change. Religions seemed the best place to start looking. He researched many religions and wasn't convinced that any of them were right for him until the day he began gathering information on the Rastafarian beliefs. Rastafari gave him the answers he was looking for.

In 1930, a man named Ras Tafari Mekonnen was crowned emperor of Ethiopia and took the title Haile Selassie I. The Rastas regard Haile Selassie I as Christ in the second advent, the returned Messiah, and a direct descendant of King Solomon. Haile Selassie I physically passed away in 1973, but the Rastas believe he is still with them in spirit. Najja annually attends the celebration of the Coronation of Haile Selassie I in Jamaica, a deeply spiritual time for Najja.

The goal of Rastas is to escape from Babylon (today's modern society). Some Rastas want to relocate to Ethiopia, which, according to the Old Testament, is "The Promised Land." It's also the birthplace of man, archeologists contend.

Najja is quite happy living a peaceful



existence in New Orleans with his ever-faithful Lady taking him for putts out of Babylon to soothe the soul. Another favorite form of relaxation and a great place to meditate for Najja is on a long canoe ride in the Louisiana swamps.

I asked Najja to give his description of a biker. His reply was: "Being a biker is much more than a sport, it's a way of life. It pushes us up a notch knowing our limitations. It uplifts our self-esteem knowing that we can endure certain elements, fortunes, and misfortunes of the road, it makes us realize that we are tougher than we imagined. We handle the beast, we straddle the iron horse that takes us where we want to go. Some riders follow, but bikers are in control of their destiny."

I must admit, I was deeply curious about his dreadlocks and to know why the Rastas smoke weed. I also wanted to read the scriptures in the Bible that gave Rastas their beliefs on the holy herb and not cutting their hair.

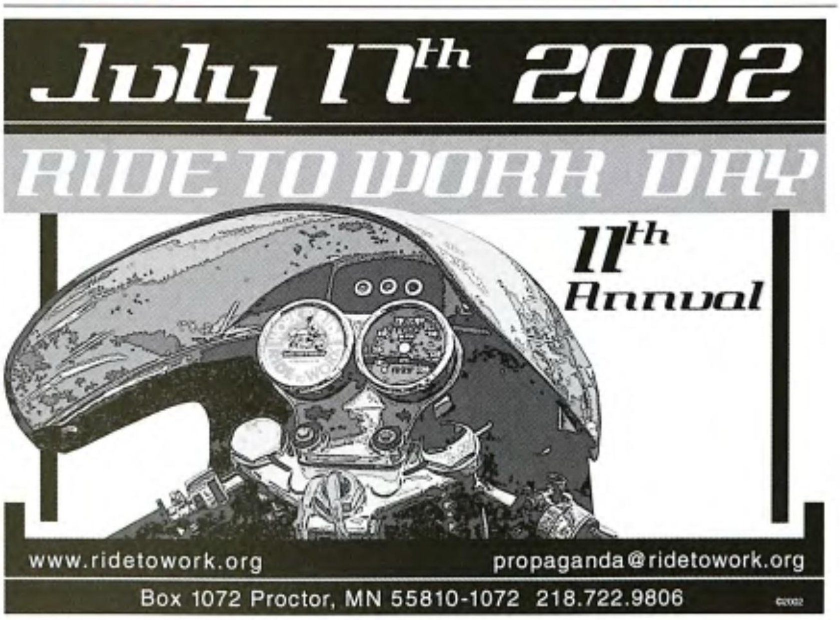
The holy herb (Ganja) is used for meditation purposes, not just to get high. The Rastas believe herb expands their consciousness. They also feel it's a wonderful preventive to glaucoma among other health issues. The Rastas interpret this from Genesis 1:1 2: "And the earth brought forth grass, and herb yielding seed after his kind, and the tree yielding fruit, whose seed was in itself, after his kind: and God saw that it was good."

The dreadlocks are supposed to be the Rastas antenna to the highest power. The Book of Numbers 6:5 states: "All the days of the vow of his separation there shall no razor come upon his head: until the days be fulfilled, in which he separateth himself unto the LORD, he shall be holy, and shall let the locks of the hair of his head grow." Najja takes great pride in the length of his hair and it's very sacred to him. The only people he will let touch his locks are small children (because of their innocence), his mother or the woman he is intimate with.

If you ever find yourself on the streets of The Big Easy and you spot sparks flying from the heels of a Rasta rider on an old New Orleans cop bike, don't be alarmed. Najja was inspired by an old David Mann painting and put metal taps on his boot heels. In the evenings you can see sparks shooting from the right and left of his old scoot as he comes to a stop, or if he feels like giving you a show.

—Natalie Miles

Photos by: Stan Miles



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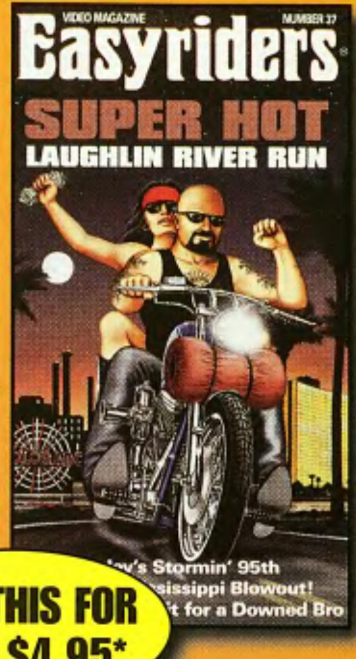

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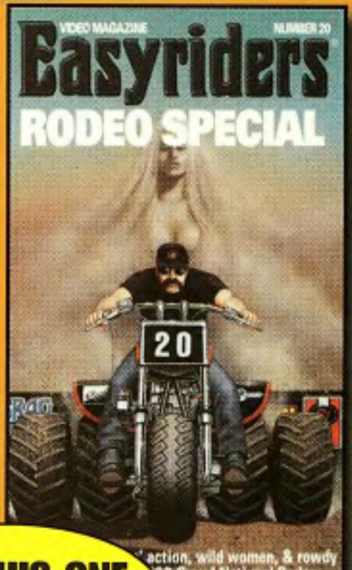

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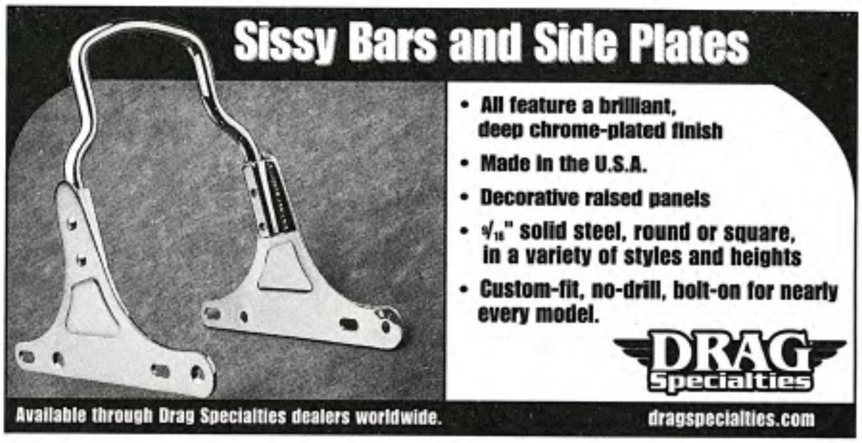

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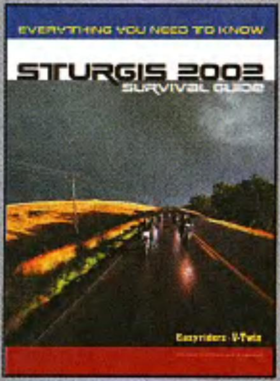

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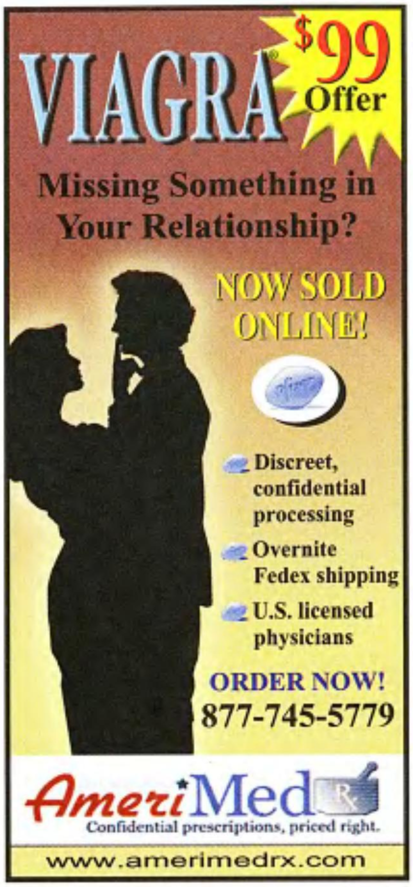

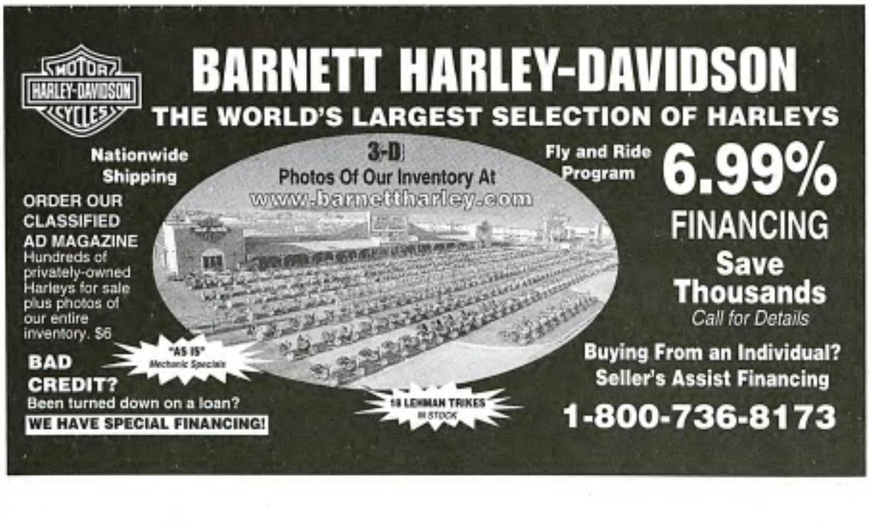

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3/23	Charlotte Honda/Yahama - Charlotte, NC
3/30-3/31	Motor City Expo - Clarkston, MI
4/5-4/6	Proud Foot Motorcycles - Ft. Meyers, FL
4/12-4/13	Roeder's Harley-Davidson - Monroeville, O
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5/3-5/5	Virginia Beach Bike Classic - Virginia Beach, VA Holiday Trav-L-Park
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5/23-5/25	Coastal Cycles - Myrtle Beach, SC
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7/25-7/27	Honda Homecoming - Maryville, OH
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8/5-8/11	Sturgis Bike Week - Sturgis, SD
8/16-8/18	Chi-Town, Harley Davidson - Tinley, IL
8/23-8/24	Number One Cycle H-D - Centre Hall, PA
8/30-8/31	Southern Tier H-D - Binghamton, NY
9/7-9/8	Loess Hills Rally - Council Bluff, IA
9/13-9/14	Easyriders of Salt Lake - Salt Lake City, UT
9/20-9/21	San Jose Harley-Davidson - San Jose, CA
9/27-9/29	OPEN
10/4-10/6	OPEN
10/11	Jim's Harley-Davidson - St. Petersburg, FL
10/17-10/20	Biketoberfest - Daytona Beach, FL
10/24-10/27	OPEN
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11/8-11/10	OPEN
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Wimmer Machine's Billet Oil Tanks For Choppers
More Than A Barrel, It's A Tank!

Photos: Ben Lamboeuf

Wimmer Machine has been building dream bikes for the last 26 years. Aside from creating stunning pieces of two-wheeled art, the folks at Wimmer also offer a number of unique, bolt-on parts that are sure to set your bike apart from the custom crowd.

One such component is a wild billet aluminum oil tank that we spotted at our V-Twin Expo trade-only, convention. The pros saw it first, now it's your turn to check out this cool product. You may have seen similar-looking oil tanks on custom choppers in the last couple of years—they are all the rage—but the Wimmer tanks offer additional features that we found both interesting and particularly well-adapted to the needs of a custom builder.

If they have that old-school hot rod, spun-aluminum look, the Wimmer billet oil tanks are actually made of heavy-duty, thick-wall aluminum tubing and have welded-on, machined end caps—pick one up, and you won't mistake it for a can of soda pop.

Each tank holds approximately 3.8 quarts of oil, overall width is 11.5 inches, and a standard-size battery box is totally integrated into the design, so you don't have to relocate the battery as is often the case with other round oil tanks.

The Wimmer oil tanks for choppers will fit most Softail and rigid frames and custom applications can also be made to order if you have a special request. They come complete with all the necessary oil line fittings, and both the return and vent tubes that go through the tank are very clearly marked for your convenience. While the standard tank comes with the oil fill positioned in the center of the tank, you can order it with the fill off to the side as well. Wimmer oil tanks can be purchased unfinished (ready to paint), polished or chromed for both Softail and rigid applications. It looks as though Lee Wimmer has done it once again!

—*Lafayette*

Source

WIMMER MACHINE
215-721-4110
www.wimmermachine.com

Pimp Daddy Part 3
It's Starting To Look Like A Motorcycle!

If you thought that old-school bikes were no more than an isolated trend, just check out the whacked-out, balls-to-the-wall metal creations of young builders such as Florida's Billy Lane of Choppers Inc., or SoCal's most rad old school advocate, Chica, of Chica Custom Cycles.

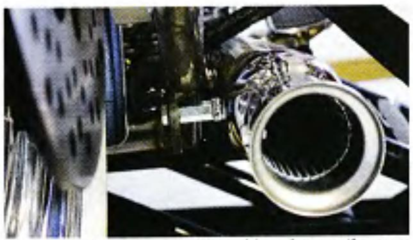
In these times of old-school revival, large parts distributors didn't waste a minute, consolidating their product line with a judicious selection of neo-vintage accessories that help bring old flavors back from the past. Chrome Specialties is such a company, and their nostalgic Pimp Daddy rolling chassis kit hits the nail right on the head with backyard builders and pro builders alike.

With a custom rigid frame, springer front end, Pandemonium 88-cubic-inch panhead engine, and a 4-speed trans with kicker, Pimp Daddy is an ideal starting point for a nostalgic scooter project. You can build yours with ape hangers or keep the kit's original beach bars if you want, but we went with the narrow drag bars instead, and dropped the 7-inch headlight in favor of a classic: Paughco's bullet headlight. You can also use upswept pipes with fishtails and a "King and Queen" seat, but we opted for a set of reproduction trumpet mufflers and a small, sprung solo seat. Whatever your choice is you just can't go wrong with this bike kit that guarantees that your own custom Pimp Daddy will be an instant head turner.

Next time you see the *Easyriders* Pimp Daddy, it will be dressed to kill with a brand-spankin' new paint job and classic hot licks. See ya then!

—Lafayette

Pimp Daddy is now a running motorcycle. We wanted to road test it to make sure everything worked and fit properly before tearing it down for paint. The 88-inch Pandemonium panhead engine is easy to kickstart—it's loud, powerful, yet surprisingly smooth.



The front pipe muffler (the lowest) was secured onto the frame using its own built-in bolt. The bolt was connected to an extension nut that was then bolted from behind to a conveniently located brake rod tab on the frame. The trumpet muffler (PN 280904) fell into place like it was always meant to go there.

Here, the rear pipe needed a little more work. We made an "S" bracket to connect the pipe's bolt-to-the-frame via the sissybar anchor point. Great care was taken to ensure that the pipe fit perfectly to the cylinder head before finalizing the bracket's shape. Even with that the operation took all of 20 minutes.

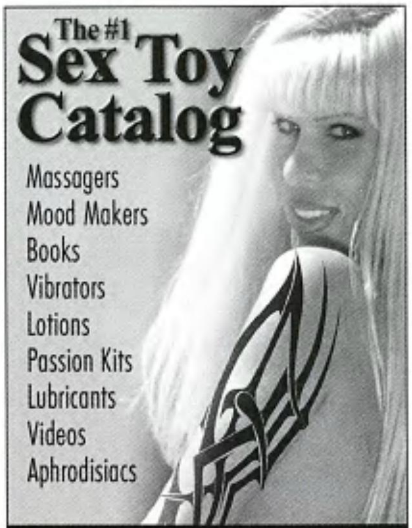
Since Chrome Specialties' Pandemonium 88-inch engine uses Evo-style left cases and a late model alternator, we don't need no stinkin' generator no more, which leaves us with a big, gaping whole in the right side crankcase. So, what do we do now? Don't touch that dial and move on to the next picture to find out.

As it turns out, Accurate Engineering (334-702-1993) offers a great-looking oil filter adapter kit for generator-style engines that use alternator-style left side cases. It includes a chromed, billet aluminum filter adapter, gasket, hardware, oil fittings, and even a chromed oil filter.

Even though Accurate Engineering provides detailed instructions to mount their oil filter adapter, we decided to throw caution to the wind and wrench by the seat of our pants. If you've ever put together a cappuccino maker for the ol' lady, you're qualified enough to conduct this procedure.

The oil filter adapter is bolted to the crankcase and you can see the two oil fittings protruding from the main body. They're very accessible, and connecting the oil lines will be a breeze. We used a dab of pipe sealer paste onto the NPT fittings to make sure that engine oil won't seep out from the threads.

By using the Accurate Engineering oil filter kit, we do away with having to find a place for that pesky oil filter. Once the oil filter is spun on, the front of the engine looks a lot like that of a Harley-Davidson Evo. After securing the filter kit and routing the oil lines under the engine, we proceeded to mount the regulator, using a standard "L" bracket from Chrome Specialties (PN 030527). We had to slightly alter it by drilling a new hole, as the regulator needed to move to the left side to clear both the front exhaust pipe and the oil filter lines.



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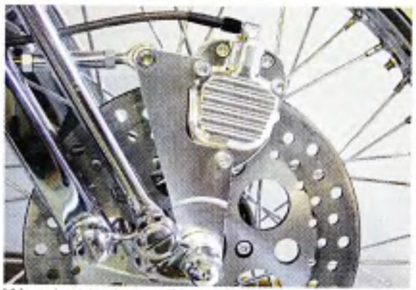
Top: We decided to test the Eastwood Company's "Hot Coat" home powder-coating system on a few small parts, including the Pandemonium engine's electronic distributor cap. Pictured here are the silicone plugs provided by Eastwood, as well as the high-temperature, fiberglass masking tape (you provide your own electric oven or toaster oven in our case).
Bottom: The distributor cap contains a Mallory electronic ignition trigger unit that needs to be removed before coating. You don't want to fry that delicate puppy in the curing oven.

Top: Eastwood's high-temperature fiberglass tape is applied wherever powder-coating is not desired, then silicone plugs are used on smaller holes.
Bottom: The Hot Coat home powdercoat kit includes a powder spray gun, canister, and power box with trigger switch to magnetize the parts to be coated. We clipped the ground electrode to a screw on the cap for optimum contact. Watch as the powder sprays out of the gun and sticks directly to the part.

We placed the coated cap into a toaster oven that was set at 400 degrees and let it cure for 10 to 15 minutes. Also notice in the back of the oven how the transmission output shaft support bracket has started to cure. It went from a dull, to a gloss black finish in minutes.

Pimp Daddy comes with a right side, GMA brake caliper for 11.5-inch rotor that's designed for use on springer front ends. Assembly is straightforward, following GMA's instruction manual. As a precaution we applied a dab of sealer paste to the 90-degree brake fitting.



We tried to keep Pimp Daddy as billet-free as possible, and we would have loved to use a spool front wheel to better display the beautiful springer front end but we decided to play it safe using the provided front brake. The Pimp Daddy rolling chassis kit does not come with brake lines, but we found some really rad ones in the Chrome Specialties catalog. These Jammer Black Steel braided steel lines feature black, zinc-coated fittings and a heavy tinted coating.

The Jammer brake lines blend just right with our black coated throttle and clutch cables. Notice how we stay away from billet accessories again, with Chrome Specialties' cast aluminum handlebar controls (PN 110454).

Pimp Daddy came with a cast iron master cylinder. Since we used a Softail-style rear caliper, we had to upgrade to use a 5/8-inch bore GMA master cylinder (PN 130626). Note how we filed the cover to clear the crankcase.

We set the rear flat fender centered and square, using the sissybar (PN 180605) as our guide. The usual temptation is to set the fender as close to the rubber as possible, but it's critical to make sure you get enough tire clearance, and allow the tire to expand at higher speed. You also need to check fender-to-chain clearance. In some case you will need to cut a notch out of the fender if it runs too close to the chain. We have about 0.75-inch of clearance; it should do it.

The fender sits nicely above the tire. Notice how the pipes seem as if they're floating. We still need to weld the caliper tab as well as two drilled and tapped bungs onto the frame's top rear tube to bolt the fender sides.

Here's another example of our incredible fabrication skills. You wouldn't believe how much R&D went into the chain guard front bracket!

Now that the fender is properly positioned between the rear frame rails, we moved on to set the chromed chain guard up (PN 080303). We used the sissybar's built-in chain guard bracket as a reference point so we could align the rest. In the process we thought that the chain guard needed to be notched as it sat way too close to the Avon Venom whitewall tire. This is the kind of stuff we're glad we checked as we mocked the bike up, and not after it's all painted and fancied up.

On a parting note, please make sure that the clip on your chain looks like this, and does not point the other way. Safety first.

Photos by: Ken Ross and Ben Lamboeuf

Source

Chrome Specialties
For more information on Pimp Daddy, and to get the address of a Chrome Specialties dealer near you, call 800-811-8904
www.chromespecialties.com

Accurate Engineering
128 Southgate Rd, Dothan, AL 36301
ph: 334-702-1993, fax 334-702-0196
www.accurate-engineering.com

The Eastwood Company
263 Shoemaker Rd, Pottstown, PA 19464
ph: 800-345-1178
www.eastwoodco.com

BOLT-ONS!

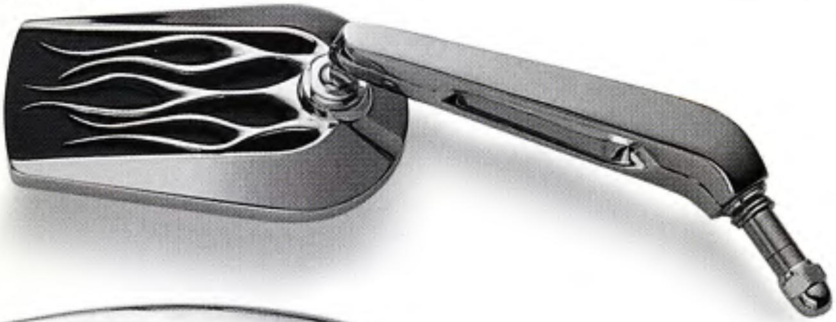
EASYRIDERS' DRESS UP GUIDE

It doesn't take much effort to make a plain Jane stock motorcycle stand out in the crowd. With a few basic tools, some well chosen accessories from your friendly bike shop and an afternoon or three, your bike can go from mild to wild. Bolt-on goodies are the easiest and most cost effective way to start customizing your scoot and making it yours. With that in mind, here's our look at some selected accessories from the world's best aftermarket companies to help your ride make an amazing transformation.

—Kit Maira

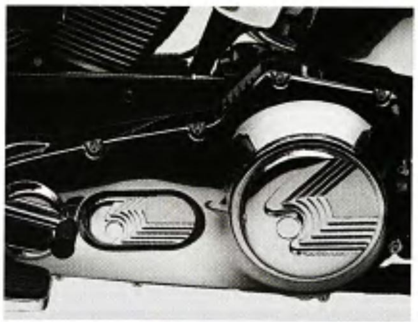
Custom Chrome
Asshole Mirrors

You'll recognize the familiar design of Custom Chrome's popular Mirage and Inferno mirrors, but these mirrors have taken on a new image. If you look closely at the photos, you will notice what new feature has been added. Great for personal expression or a good laugh. Mirrors are chrome die-cast and sold in pairs.



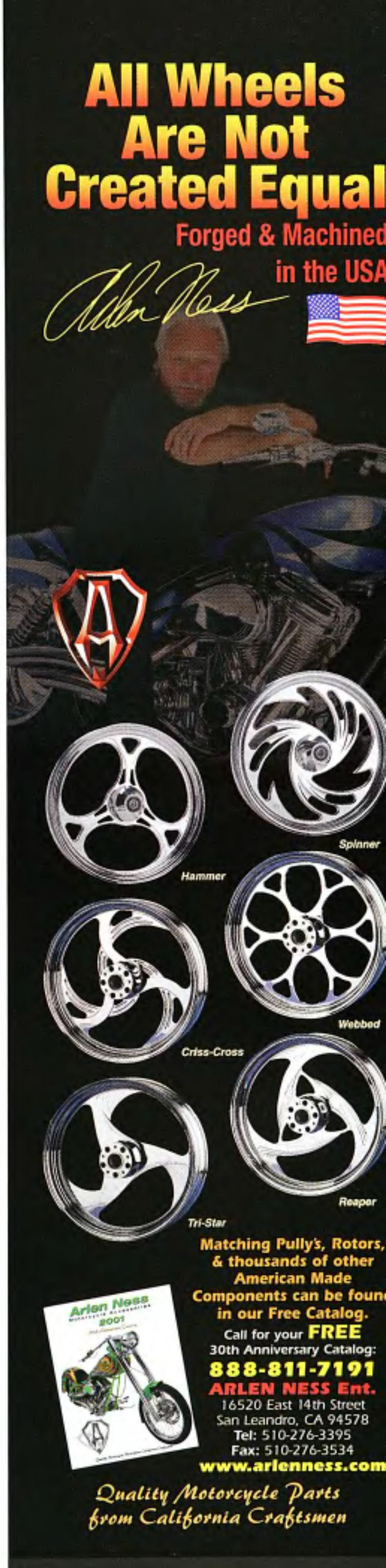
Regency Engine Covers

From the fertile mind of master customizer John Reed, these chrome-plated designed derby covers, inspection cover, and point covers match a wide variety of other Regency accessories. Features John's unique hidden mounting system.



Xzotic Rocker Boxes

Xzotic Rocker Boxes for Twin Cam 88 and Evolution Models add a touch of nostalgia. Transforms your bike to look like a panhead or knucklehead. Compatible with Original Equipment rocker components. Complete kits include front and rear rocker box assemblies, gaskets and hardware.



Custom Chrome (continued)

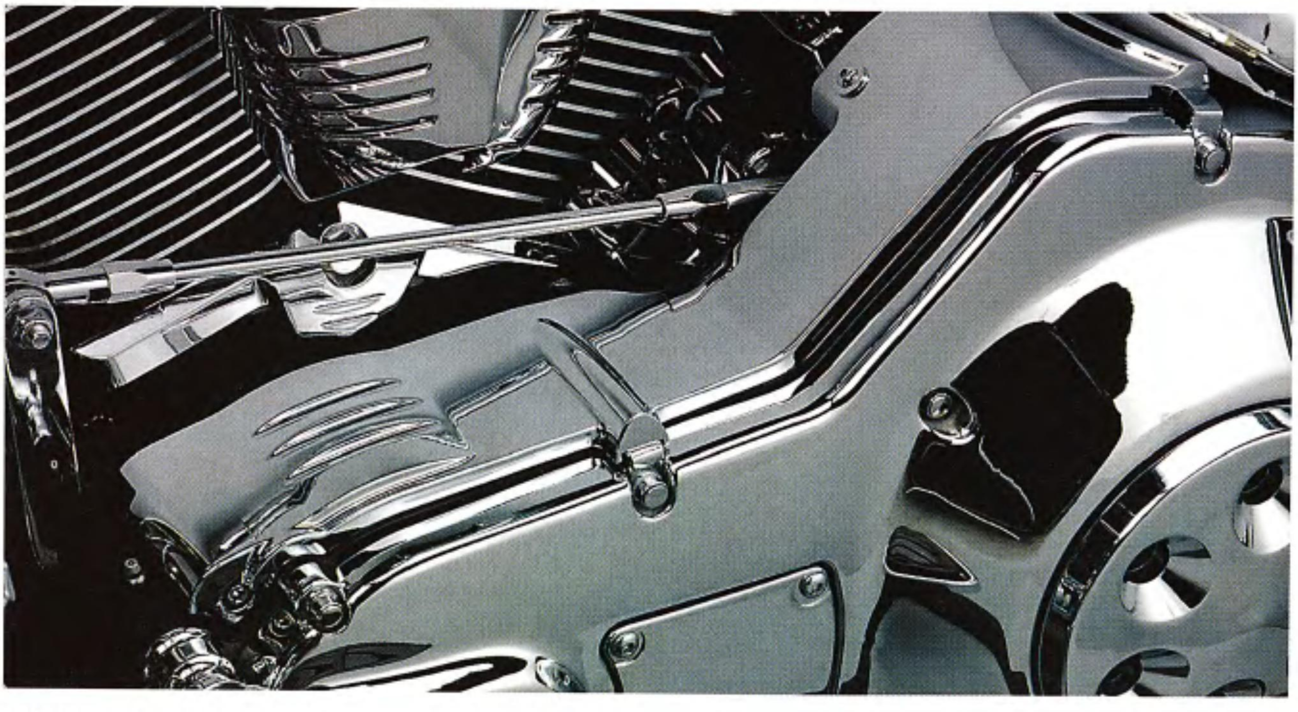
Sculpted 2-Piece Rocker Box Kit for Twin Cam 88 Models

Elevate your motor to an art form with this elegant design. Includes chrome-plated die-cast aluminum rocker box covers, chrome hardware, chrome hardware inserts and gaskets. Sold in pairs.

See your Custom Chrome dealer for these and many other CCI items.
Custom Chrome, 16100 Jacquelin Court, Morgan Hill, CA 95037

Küryakyn Primary cover for FLT

This easily installed inner primary housing cover places a layer of sparkling chrome on the visible areas stock cast inner primary. It does not require removal of the stock cover, so no gaskets or fluid changes are needed. It fits right up to stock crossover exhaust systems and looks fantastic.

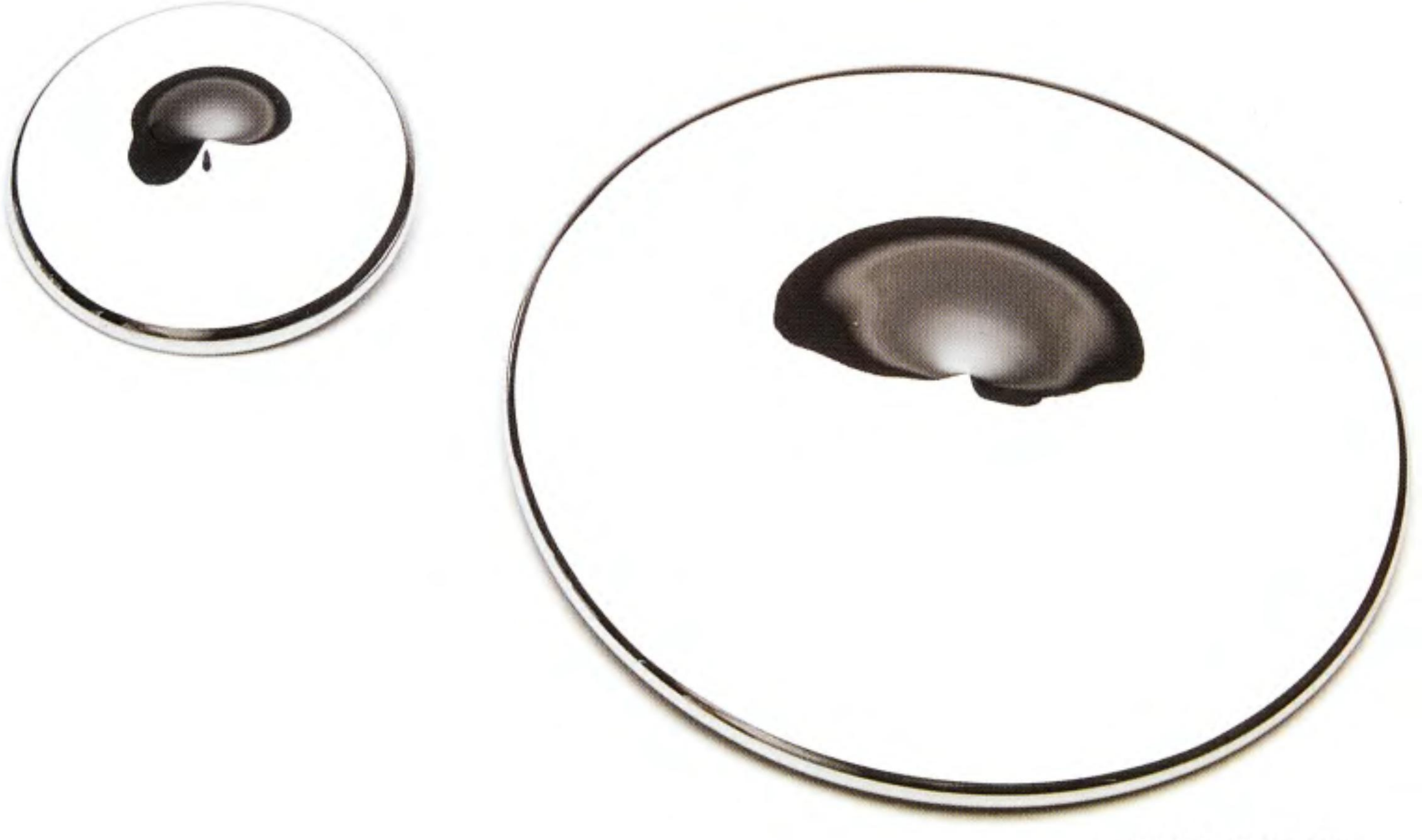


Paul Yaffe Originals

Ali Baba Risers

Man, are these guys cool! A perfect chopper component that really sets off their new Z-Bars. They also look awesome with a set of traditional drag bars. Machined from 6061-T6 aluminum and flawlessly polished. Check out the new Point & Derby Covers to complete the look. You don't have to ride a camel to dig these.

For additional information contact Paul Yaffe Originals, 2211 E Indian School Rd, Phoenix, AZ. 85016, call 602-840-4205, or visit 'em at www.paulyaffeoriginals.com



Pro-One

Check out these slick billet dress up items for your Twin Cam from Pro-One.

Pro-One's new billet rocker boxes bring a custom look to the new Twin Cam 88 motor. CNC-machined from solid billet aluminum. They are then carefully hand-polished and triple chrome plated. The unique two-piece design features an O-ring seal on the top for leak-free operation. Includes chrome hardware and comes in your choice of smooth or ball milled.

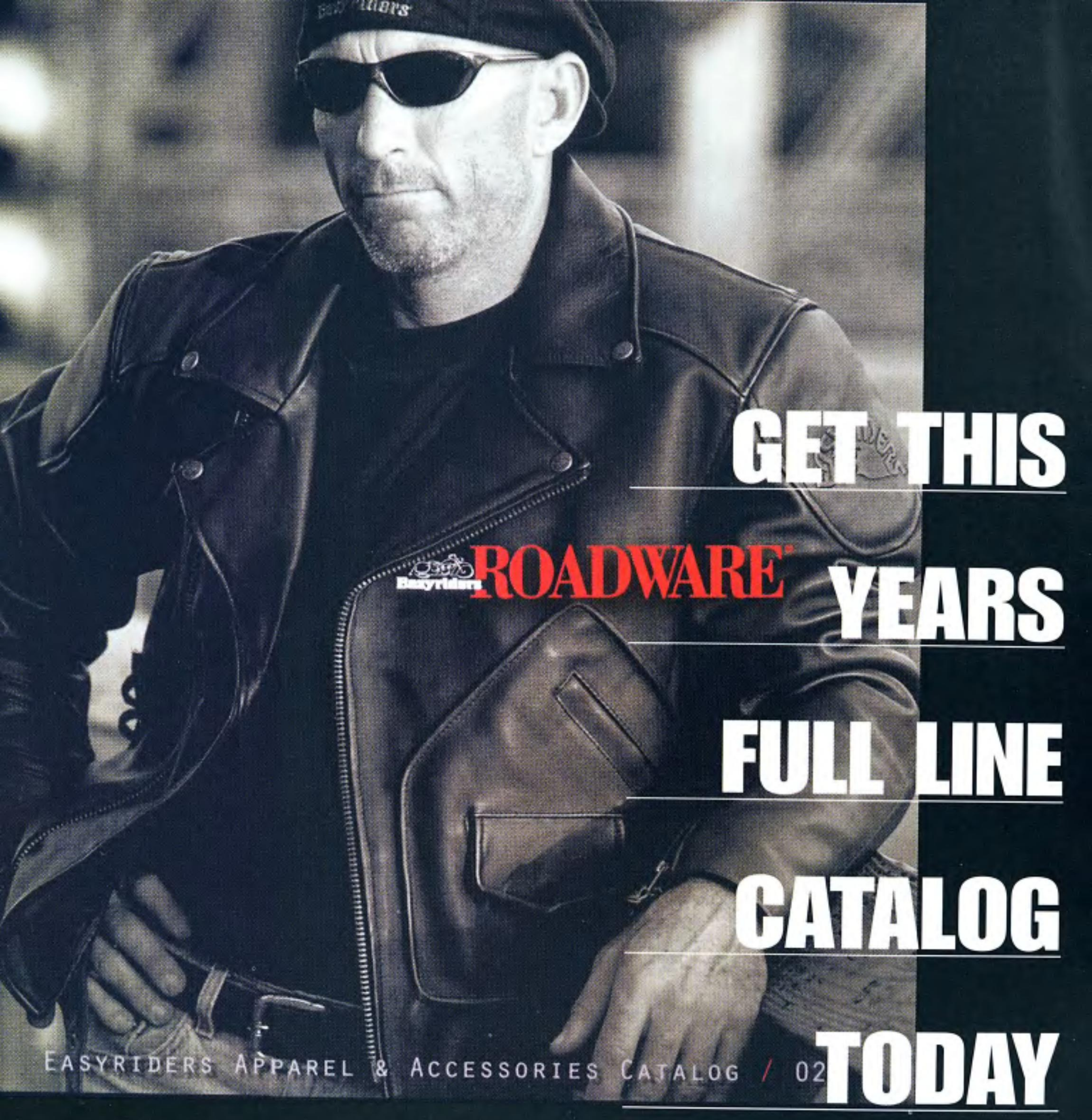
Their billet lifter block covers are now available to fit the new Twin Cam 88 motors. Precision CNC-machined from solid Billet Aluminum, carefully polished, and finally triple chrome plated. Includes chrome hardware.

The new cam cover is designed to fit the Twin Cam 88 motor and is CNC-machined from solid billet aluminum. They are then carefully hand polished and triple chrome plated. Includes chrome hardware and comes in your choice of smooth or ball milled.

For more information contact Pro-One, 2700 Melbourne Ave. Pomona, CA 91767; 909-445-0900, or log on to their website at www.pro-one.com

MID-USA Chrome Rail Accessories

MID-USA features these rail style accessories, consisting of matching footrests, brake lever pad kit, foot-shift pegs and kickstart pedal. The rails are made of a non-skid rubber for good boot retention. The rail mounts on the round pegs can be rotated when the top rails become worn and the tail mounts on the 3-rail pegs can be rotated to the most comfortable boot position. Continuing the theme, MID-USA's Rail handlebar grip set for exterior throttle cable provides the latest look in custom handlebar grips. Chrome plated die cast aluminum with rubber rails protruding through lengthwise slots. Combines great looks and a positive no-slip feel.



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ReadersRides

Deanna Tassi
Loxahatchee, Florida
1993 Custom Sportster

The truly amazing thing about this bike is the fact that Jeff and Deanna are still married, because while Deanna admits to having designed the whole bike, turning her dream into rideable reality rested squarely on Jeff's shoulders. A jet mechanic by trade, Jeff single-handedly turned this formerly stock Sporty into what you see here: a veritable snake pit on wheels.

"I have a thing for snakes," says Deanna, who also mentioned in the same breath that her snake mobile has won seven first places in a row at the Rat's Hole Show in Daytona. But back to Jeff: He did every piece of customizing on this bike, from the ball-milled grooves and stretching the gas tank to hand-forming (and sanding) the snaky pipes and doing the snake-infested paint job.

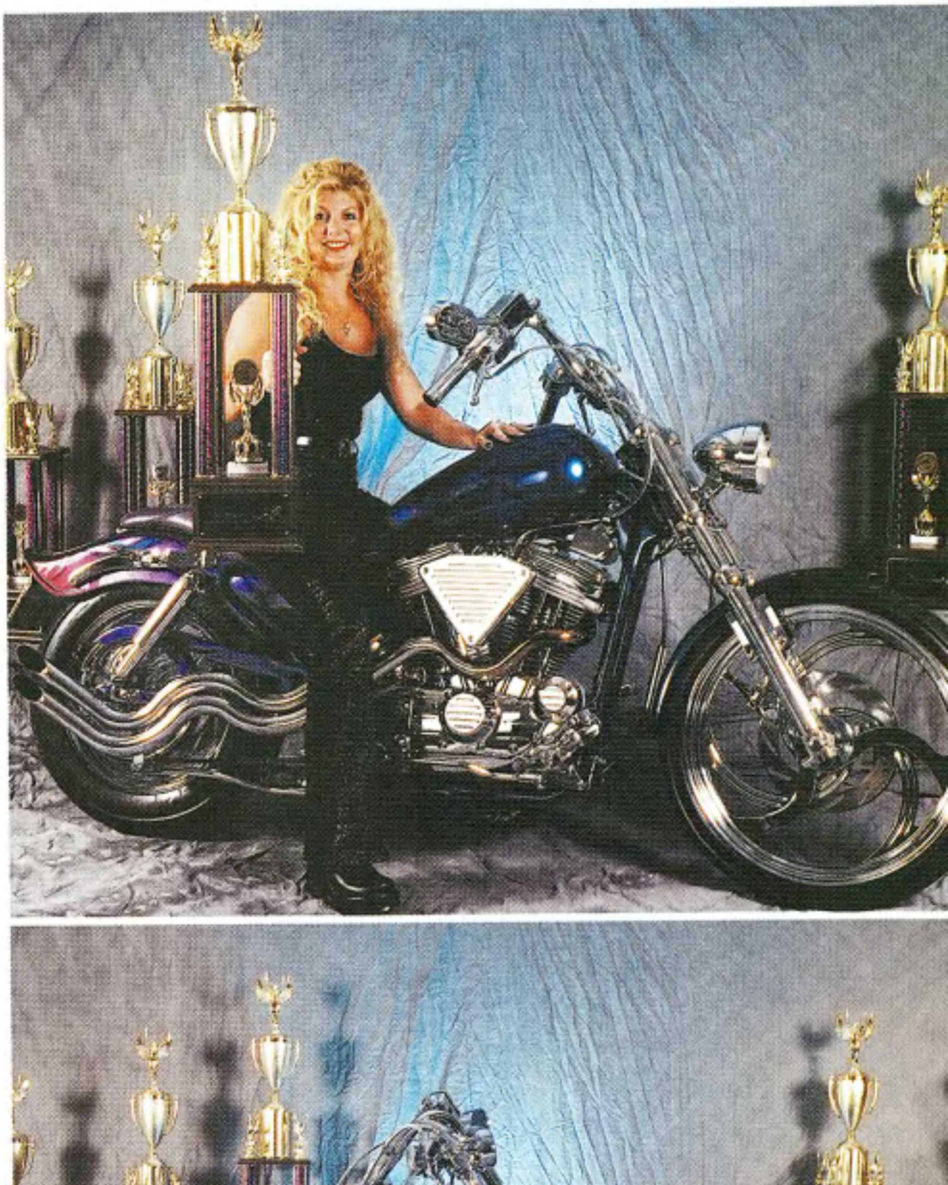
"First, we took a set of pipes to a muffler shop, and the guy wanted to bend them, but I didn't want any crimp marks on them, so we ended up buying bent tubing, and Jeff spent hours welding them and sanding them," Deanna says rather matter-of-factly. The same goes for the outstanding paint job. "The first guy we went to wanted to charge us five thousand dollars!" she says. "So Jeff decided, he could do it himself."

Despite her thinly veiled protest in the face of such insurmountable obstacles, Jeff, after practicing for a while and under his wife's constructive criticism ("no, it can't stay like that! You have to redo it!"), proceeded to lay down some truly amazing paint. The only thing he didn't do was the seat, which was done by Jeff Phipps at The Trim Shop.

Next on the list, according to Deanna, is a snake-like set of handlebars, and despite a mountain of requests for his handiwork by other people, Jeff has only occasionally allowed himself to paint some scooters belonging to some close friends.

So what's in all of this for Jeff, besides his wife's loving support? We can only assume that Deanna's "thing for snakes" translates into some regular and powerful charming sessions of Jeff's personal snake. *—Tripper*

Photos: owner



ReadersRides

Dewayne Littlefield
Powderly, Kentucky
2001 Custom Rigid

Some bike owners are very shy and prefer to have their builders explain to the world at large what it is they're looking at. Be it because they are, perhaps, part of the FBI's Top Ten list or a member of some other notorious society, or simply because they're hideously deformed. We don't know why Dewayne chose to hide behind his wrench, but here's Scott Peveler to tell us all about his creation.

"This 2001 model, 230-series hardtail was built at Thunder Road Custom Cycles in Greenville, Kentucky, for my close friend Dewayne. Some of the parts, such as the rear fender struts, the wing on the back fender, and the exhaust pipe brackets were custom fabricated at my shop especially for this bike," he elaborates.

He even offers a whole listing of goodies attached to this sled: there's the 230 hardtail frame with 2 inches of stretch in the front downtubes and 38 degrees of rake; there's the Pro-One billet wide glide front end with 2 inches of stretch; and there's the 100-inch RevTech motor. Of course, the list goes on: 5-speed close-ratio RevTech tranny, 3-inch open BDL primary, 80-spoke American Wire wheels front and rear, RevTech Scorpion front and rear brake rotors, 5-gallon stretched fat bob gas tanks, and a Corbin alligator skin solo seat, just to mention a few.

Scott goes on to tell us that Chris Eaves did the black base coat and the clear coat paint, while Hippie's Designs in nearby Owensboro, Kentucky, took care of the optimistic "Get Lucky" airbrush work on the sides of the tank.

Not wanting to toot his horn too loudly, Scott summarizes the considerable work that went into this scoot by saying, "Many enjoyable hours were spent building this bike, and many more will be spent riding it."

Gee, Scott, that's really swell. But why didn't you mention the spoiler above the rear fender, Scott? Is it really a spoiler, or is it in fact some type of transmitting platform through which Dewayne stays in contact with aliens who've picked Kentucky as some kind of an infiltration gate because they wouldn't attract any attention there?

Scott?... Dewayne?... The truth is out there.

—Tripper

Photos: owner

Franklin Banfer
Johnstown, Pennsylvania
2001 Special Construction

I forget who once said that a man must know his limitations [*That would be Clint Eastwood as Dirty Harry in* Magnum Force—*Ed.*], but this eternal wisdom holds no truer than it does in the many cases of "do-it-yourself" custom bike building spasms never heard of. Like a bad case of the flu, the assumption that even if the only screwdriver you've ever held in your hand eventually got you drunk, you can nonetheless build a killer custom, eventually leaves you begging for mercy and hoping to die a dignified death.

Frank Banfer spent more than two years collecting parts for his awesome custom. When it finally came time to start construction, Frank found he was limited. Lack of time and equipment sounded like a good excuse, but most of all, Frank admits, it was a lack of knowledge that so treacherously stopped him from, uh, "completing" his bike. Humbled by reality, he sought the help of Lou Rager and the guys at L&R Custom Cycles in Johnstown, Pennsylvania. Within months, the bike was done.

Frank may not have turned the wrench here, but he knows what his bike is made of. "It features a 100-cubic-inch RevTech motor with a Holley NOS system, for that little something extra," he says. "And the engine is mated to a RevTech 6-speed through a BDL 3-inch open primary, while the drivetrain is nestled in a Rolling Thunder 230 frame."

See, Frank knows his stuff, and on many levels, theory is just as important as practice. Emboldened by his perspicacity, he continues: "The Performance Machine rims are 21 inches in the front and 18 inches in the rear. While both rims are shod with Metzeler tires, the rear is a massive 240. Stopping is provided by a Performance Machine 13-inch front caliper and a Tolle rear. The gloss black, silver metallic, and Viper red metal flake was sprayed on by Don Sutton."

Frank's particular pride stems from the fact that "no more than two parts came from any one manufacturer, with a number of items having been fabricated to make everything work together."

While Frank was fortunate to realize his limitations early on, others are still out there, hoping that their misguided monstrosities remain forever hidden in their garages and basements. —*Tripper*

Photos: owner

ReadersRides

Gregor Parochka
Kelliher, Minnesota
1960 Custom Sportster

You're looking at a piece of history. Yes, take a closer look, because "my bike made its big debut in *Chopper* magazine way back in April of 1980," Gregor enthuses. After its owner, who remains nameless, had stored the chopper for 10 or so years, it is now Gregor's turn to seek fame and fortune with this custom Sporty.

"It took some time and money to get it whipped back into shape," he says not without a trace of pride dripping from his lips, "but since then, I have taken about six trophies in locals bike shows with it."

He's particularly taken with himself by the fact that this Sportster-motored relic took third place in the radical class "at the All Harley Review in St. Paul, where the judges were from Daytona and Sturgis!" Special about the bike, aside from its 1960 stock ironhead motor, is the S.B.&F. girder front end that's 3 inches over and sports a 21-inch wheel, resting on a neck with a 10-degree rake. Of course, the coffin gas tank also does its share to dutifully evoke a sense of nostalgia, as do the original paint job by Kevin Winter and graphics by Dave Bell from the old Sunshine Custom Paint Job.

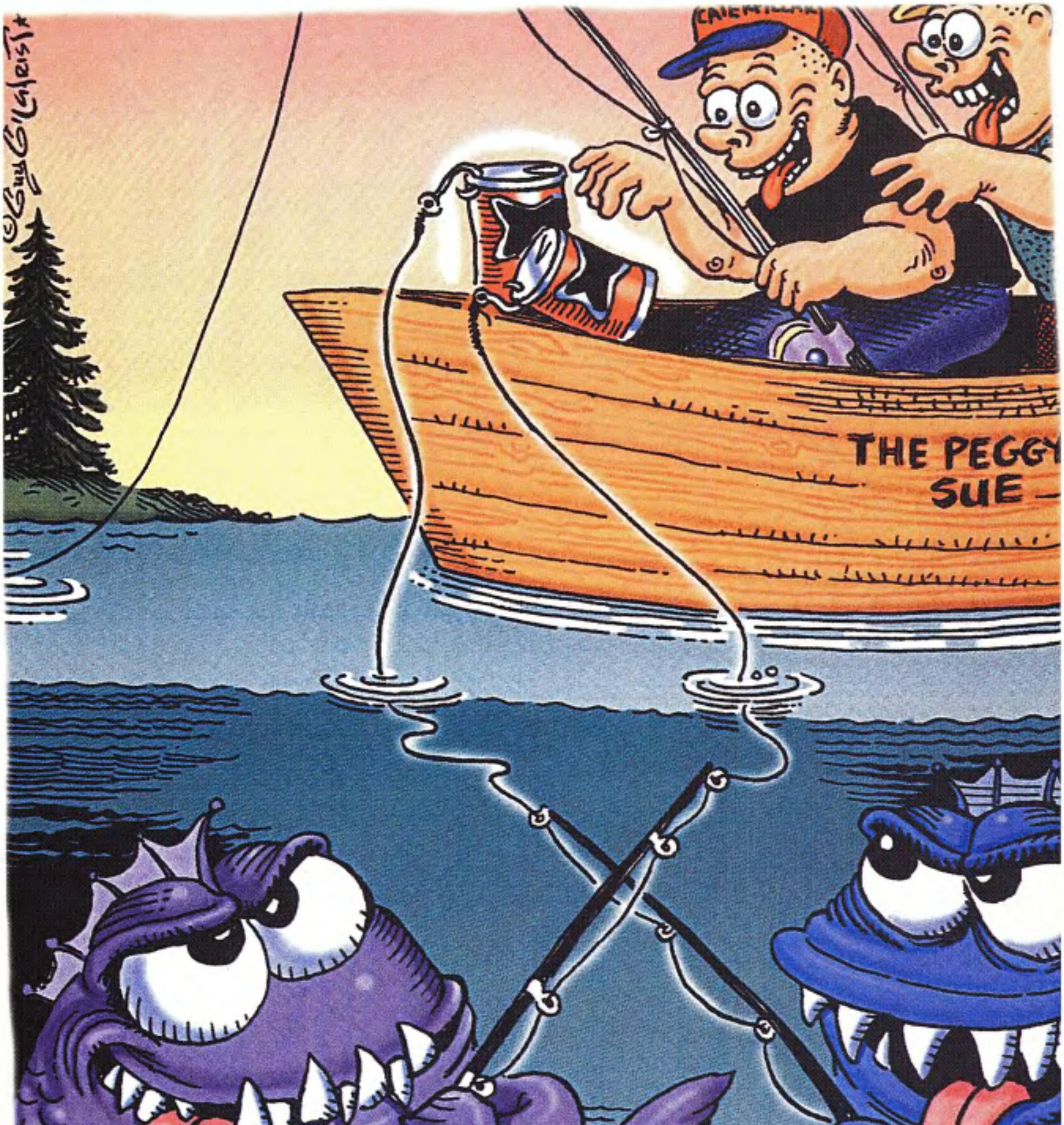
"I see Donnie Smith is putting these front ends back on these 'Millennium Choppers', and I think it's kick-ass to see my early Donnie Smith product still being in demand some 30 years later," Gregor says in reference to his classic front end. "I hope, Donnie can open your mag and see that the old looks just as good as the new."

Gregor also plays the drums in a biker band called Nasty Jack, and if you were lucky, you might have seen them last year in Sturgis "at the Horseshoe Bar, immediately following the burn-outs on Wyoming Wednesday."

With any luck, Gregor and his scooter will be there again this year, adding to the nostalgic feel already permeating the Black Hills every August.

—*Tripper*

Photos: owner



"Hey, look Billy Bob! Beer!"

VICTORY

TRULY AMERICAN

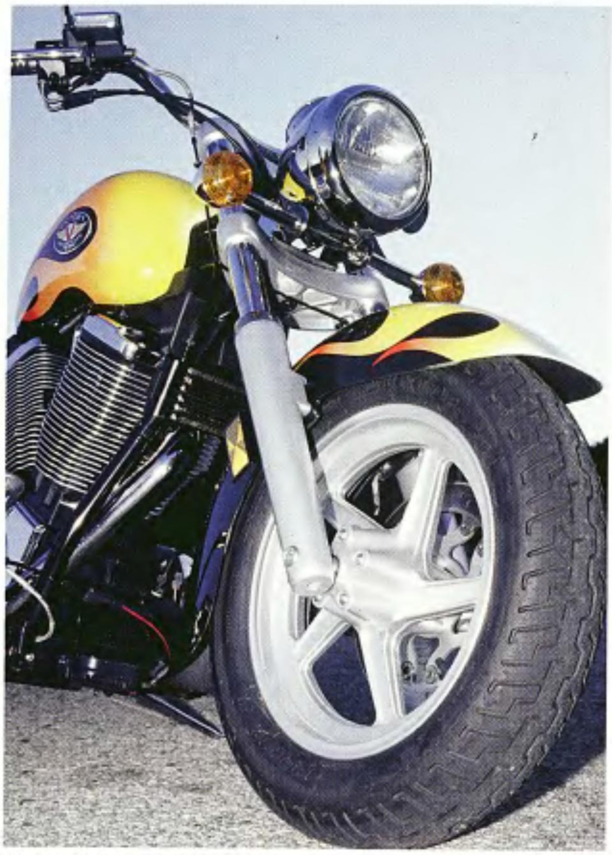
Victory V92C Road Test

Born and bred in the U.S. of A. Nothing says that any louder or more clearly than the V-twin engine. It's about as American as you can get and even though it has been around since the start of the last century, it has hung in there through good times and bad, withstanding a veritable onslaught of competition from foreign shores, only to grow stronger, faster and more versatile. Hell, it's even played a vital role in many of the military victories America has achieved in the V-twin's 100-year history.

In the beginning there was Indian, followed by Harley, Thor, Excelsior, Flying Merkel and over 130 other makes of bikes that were slowly but surely thinned out over the years, at last leaving only Harley to carry the American V-twin into the future.

A few years back, around 10 actually (boy time flies), right out of America's heartland thundered the new Victory motorcycles. Brainchild of Polaris, a prominent manufacturer of top-of-the-line powersports equipment like snowmobiles and personal watercraft, the new V-twins from Victory have been pickin' up steam like a freight train rollin' down a hill. The goal of Victory Motorcycles is not to take the market by storm overnight, but rather they plan on spending the time to develop a solid product, over time, that will meet the consumer's growing needs while adding power, models and accessories to meet those needs.

To keep the bikes looking good, a deal has been struck with none other than world-class designer/builder Arlen Ness, who will be behind a new line of great looking "Signature Series" parts line to help set your Victory apart from the rest of the pack.



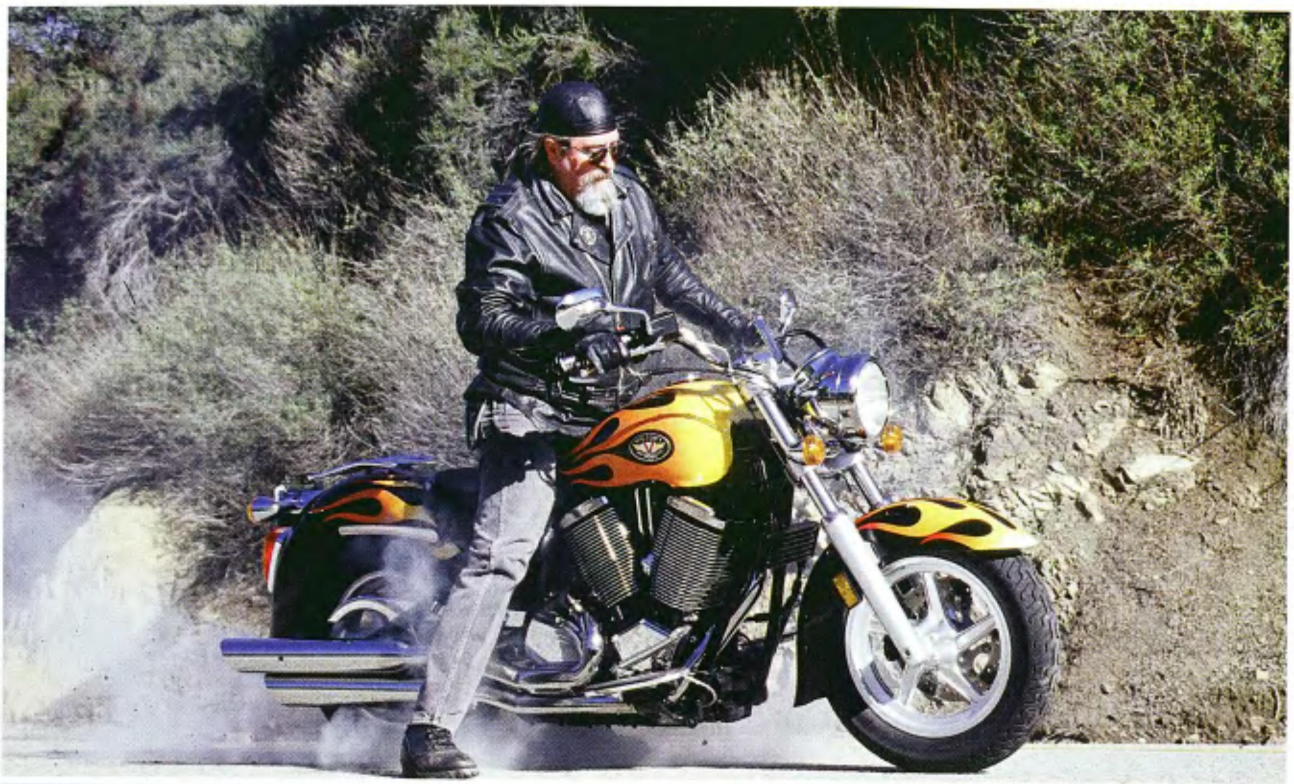
The latest models from Victory all feature the new and improved 1507cc "Freedom" powerplant that boasts an improved oil pump, an increase in compression from 8.5:1 to 9.2:1 and improved cam profiles to help the new motor breath better. There's also a new Visteon engine-management system to keep track of timing and the fuel injection system so these machines run at their peak at all times. Throttle response is very good at all the various altitudes we cruised at, and even when we were stuck in the L.A. traffic the bike kept it's cool. There's also a Stage I version of the new mill, which makes even more power and, when combined with a free-flowing exhaust, created a grin that stayed in place every time we threw a leg over the saddle.

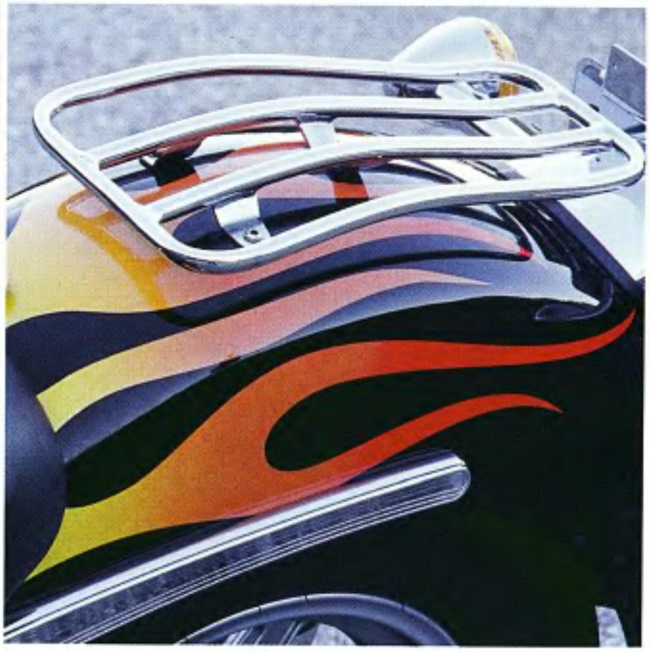
The trans and clutch have been improved in the Freedom-powered bikes as well. The new clutch makes shifting much smoother and reduces lever pull by nearly half—very welcome when you find yourself in a traffic snarl.

Aside from the latest improvements, all Victory models still come equipped with 4-piston Brembo brake calipers and 11.8-inch rotors for serious, race-bred stopping power. Rigid 45mm forks lead the way and a single, gas-charged shock dampens the softail-style swingarm.

Our latest test V92C came equipped with one of Victory's new custom paint options, the ever-popular flame job, and was dressed up by the addition of a few of the Ness goodies seen in the 58-page accessory catalog. The Victory catalog is packed with chrome, billet, leather, touring goodies and just about everything you'll need for a great summer of cruising.

Take a look at the new Victory line and get one between your legs—we think you'll like how it feels. *—Boxcar*





Owner: Victory Motorcycles
City: Medina, Minnesota

General
Fabrication: Victory Motorcycles
Year and make: 2002 Victory
Model: V92C
Assembly: Victory

Engine
Year: 2002 Freedom
Builder: Victory
Ignition: Victory
Displacement: 1507cc
Cam: Victory
Carb: 44mm fuel injection
Pipes: Two-into-two

Transmission
Year: 2002
Type: 5 speed
Clutch: wet, multi-plate

Painting
Painter: Victory
Color: Black w/flames
Special paint: Victory Factory Custom

Frame
Year: 2002
Builder: Victory
Type: monoshock
Rake: 30 degrees
Stretch: none
Shocks: single w/adjustable preload

Accessories
Handlebars: one inch
Risers: Victory
Handlebar controls: Victory/Ness
Fenders: Victory
Headlight: Victory
Taillight: Victory
Speedo: Victory
Floorboards: Victory
Foot controls: Victory/Ness
Seat: Corbin
Grips: Victory/Ness
Oil system: 6 quart

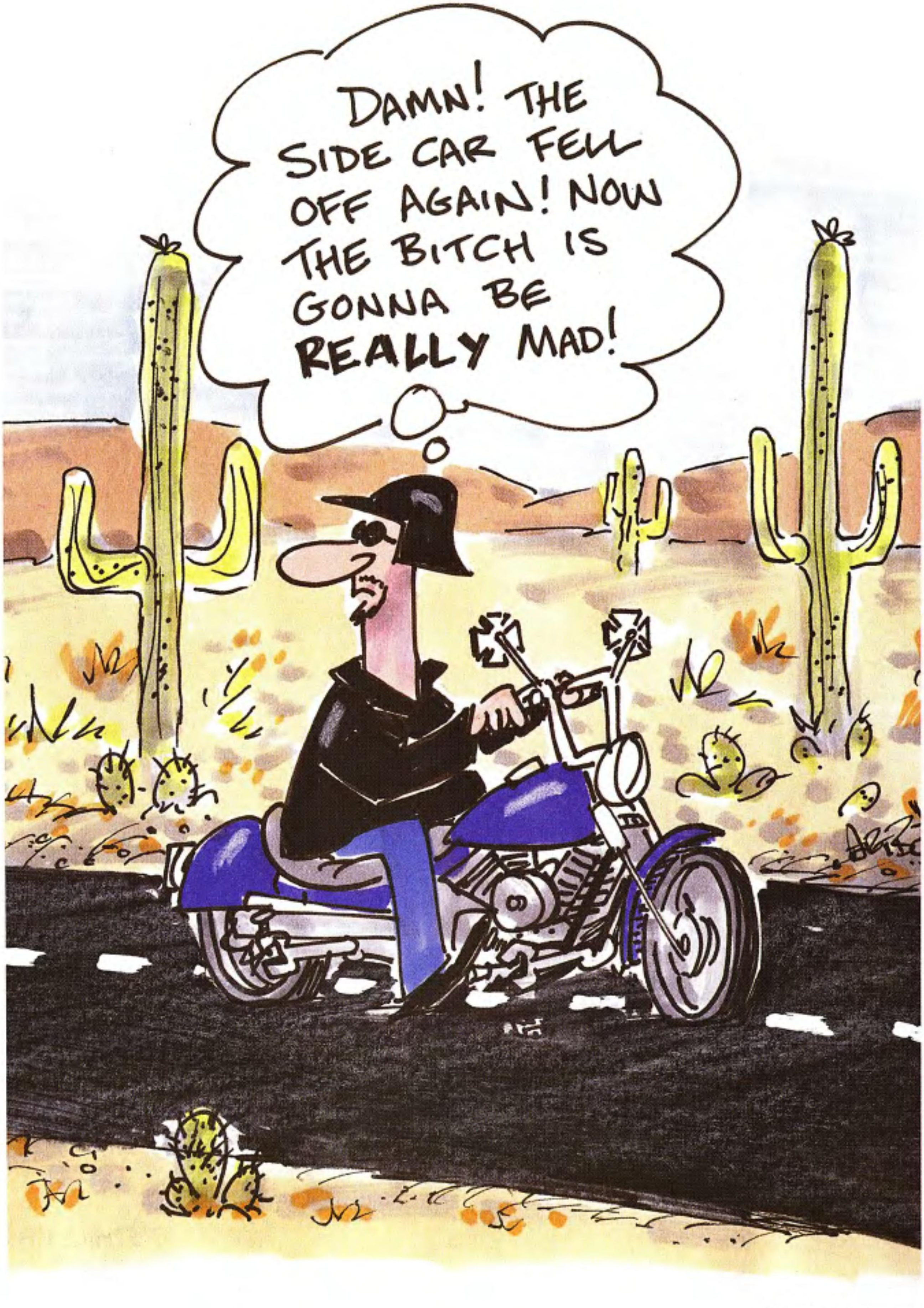
Front end
Type: 45mm telescopic
Builder: Victory

Wheels

Front
Make: Victory 5-spoke
Size: MT90B x1 6
Tire: Dunlop
Brake: Brembo

Rear
Size: 160/80B x 16
Wheel: Victory 5-spoke
Tire: Dunlop
Brake: Brembo

Photos: Ken Ross


DAMN! THE SIDE CAR FELL OFF AGAIN! NOW THE BITCH IS GONNA BE REALLY MAD!

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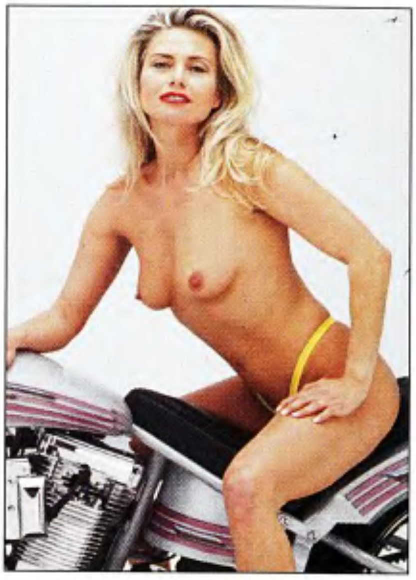
ComingAtYa

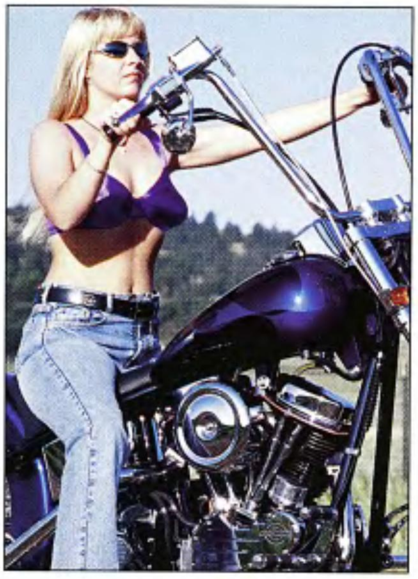
The August 2002 issue of *Easyriders* (No. 350) is an all-out boob fest that we like to call our UN-Swimsuit Issue. That means we bring you the best breasts and buns of the year to drool over as well as some of the classiest custom bikes in the known universe.

We'll also throw a leg over a new Big Dog for a rubber-burnin' test ride, preview a new J&P Giveaway Bike, and name our Top Ten Best Bikes of the Year!

We'll take to the road for a Northern Exposure Road Tale to Alaska, ride to Pigstock in Clinton, Iowa, AND twist the wick to the 20th Annual running of the Laughlin River Run for all the sizzling summer madness that ensues.

Plus: Our 32-page outsert features the Best Bikini Babes of *Easyriders* History. Don't miss this one! *On sale July 2nd.*





The July issue of *Biker* is packed with the abnormal lit you love. A '52 pan that's been customized to the max, and a knockout blonde. This is the special *Biker Parties* issue with an extra 48-page outsert with complete event calendar. *On sale May 28.*

The July 2002 issue of *V-Twin* (No. 15), offers up 11 bad-to-the-bone bikes and a bodacious bounty of sexy Sallys for your perusal. We'll show off the latest from S&S, bring you a righteous true Road Tale, and show off some bikini-clad bathing beauties, *V-Twin*-style. But wait, there's more! You'll meet master custom painter Jon Kosmoski, view some mezmerizing moto-art, and head out for all the shenanigans of the Steel Pony Express sizzlin' scooter run. All this PLUS a daring Guide to all the Dress-up goodies for your precious putt. It's all comin' your way in the jelly-filled July issue of *V-Twin*; the magazine that gives your breath that minty freshness that chicks love! You'll also get our 32-page Sturgis Survival Guide for everything you need for the Rally and Races. *On sale now!*

September's issue of *In The Wind* (No. 110), is jammed with the Daytona Bike Week action we all seek. Plus, see Kombat Kitty purr on a hot '35 VL. A 32-page outsert (newsstands only) reviews the 2002 Easyriders Bike Show Tour. —*On sale June 4.*

Light the afterburners on your street fighter with a new exhaust system from Santee!

Choices include the huge '50 Caliber' that generates G-force like an F-14 leaving an aircraft carrier. And after 28 years we have the know-how to combine show quality looks and sonic-boom sound with all that thrust. Crafted in the USA, all Santee pipes have a full TWO-YEAR WARRANTY on materials and workmanship, the industry's longest. For more information about Santee products see your authorized Custom Chrome or Chrome Specialties dealer. . . then prepare to break the sound barrier!

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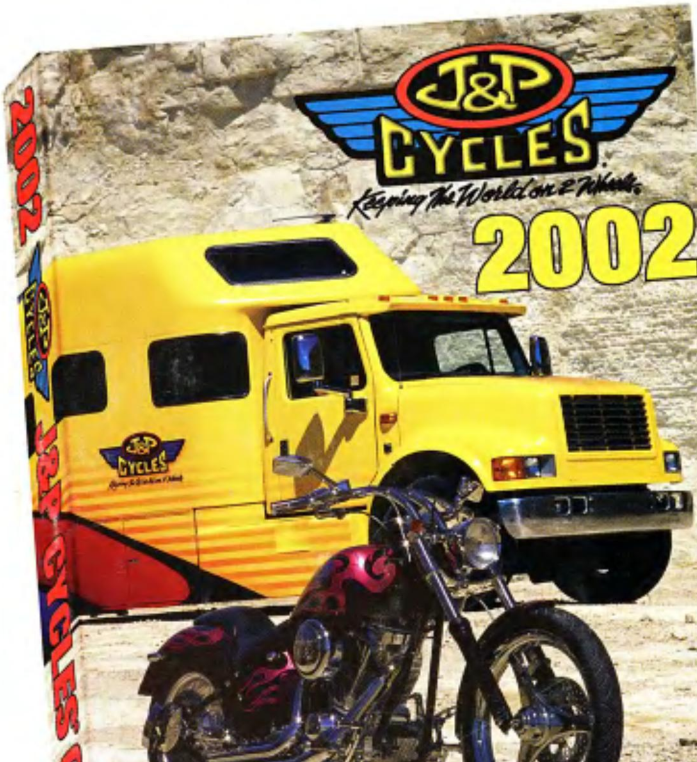

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